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BALTIMORE, SEPTEMBER 10, 1897.

Capital's Friendly Intention.

Elsewhere in the Manufacturers' Record of this week is published a list of the railroad enterprises now under way in the South. These undertakings represent investments of millions of dollars, and many of the investors live outside the South. No one can doubt that the money which they have placed in different States will be of immense direct and indirect benefit to them, nor is it beyond reason to believe that such investments would be greatly multiplied were conditions everywhere in the South full of assurance of safety and equitable treatment for outside capital. Criticisms of existing facts have been freely made, but behind them all is a sentiment of friendly purpose. An instance of this is given by the New York Journal of Commerce, which, noting the development of Galveston's commerce, says:

If the people of Texas would shake themselves loose from the cheap and ignorant politicians who are afraid of capital and harass corporate enterprise and think it cunning to make the collection of debts by non-resident creditors as difficult as possible, the growth of the State would be greatly accelerated.

Again, the Philadelphia Record, quoting in approval the figures of Alabama's resources, says:

Here are all the elements of inestimable growth. With such gilt-edged collaterals Alabama should be able to borrow all the money she wants to fully develop the riches of her mines, her forges, her fields and her forests. Only blundering mismanagement of her resources and credit can rob her of the prosperity which is her heritage and birthright.

It so happens that Texas and Alabama are among the States which are giving indications of a desire and an intention to maintain and strengthen their credit and to rid themselves of the curse of self-seeking politics. Several blunders were avoided by the latter at the recent session of its legislature, and in the former the people have sharply rebuked the effort to legalize attempts at repudiation of local obligations. These are but signs of the times. They show that there are men in the South who know what is the

straight and narrow way leading to substantial progress and who are determined to remove the faintest trace of obstacle to the incoming of willing but waiting capital.

Southern Cotton Mills.

A fact, full of congratulation for the past and of encouragement for the future, emphasized in the valuable report of Mr. Henry G. Hester, secretary of the New Orleans Cotton Exchange, is that for the first time the consumption of cotton by Southern mills has reached and passed the 1,000,000-bale mark. The development of the cotton-mill industry has been wonderfully rapid during the last five years. Comparative figures for a decade will demonstrate this in most striking manner, as follows:

Year ended	By Southern mills.	By Northern mills.
Aug. 31.		
1887.....	401,452	1,710,080
1888.....	456,090	1,804,993
1889.....	479,781	1,785,979
1890.....	546,894	1,799,258
1891.....	604,661	2,027,362
1892.....	686,080	2,190,766
1893.....	743,848	1,687,286
1894.....	718,515	1,601,173
1895.....	862,838	2,083,839
1896.....	904,701	1,600,271
1897.....	1,042,671	1,804,680

Between 1887 and 1897 the consumption by Southern mills has steadily progressed with but one break, in 1894, and the increase has been from 401,452 bales to 1,042,671, or 641,219 bales, equal to more than 159 per cent. In the Northern mills the increase has been from 1,710,080 bales to 1,804,680, or 94,600 bales, equal to 5 per cent., while there have been wide variations from 2,190,766 bales in 1892 to 1,600,271 in 1896. Although Northern mills consumed more cotton last year than in the preceding year, there was a decrease of 386,000 bales compared with 1892. Judged by these official figures, the cotton-manufacturing interests of the North have actually declined during the last five years, while during the same time the South has nearly doubled its cotton-mill business. In 1887 the South consumed but 19 per cent. of the total used in this country; in 1897 the South consumed 36.6 per cent. These figures refer only to American cotton. But there was a falling off even in the small amount of foreign cotton used exclusively in Northern mills.

During the year four mills were burned in the South, and eight were eliminated or merged in others, reducing the total to 463. To this must be added nineteen new or uncompleted mills, making the total 482. There was, moreover, an increase in spindles, old, idle and not complete, of 158,753, and a gain of spindles at work of 463,267, the total number in operation being 3,419,663.

The meaning of the conditions thus shown is plain, and are well described by Mr. Hester, who says:

They are the inevitable result of the sharp competition between the two sections and the certain and steady removal of the cotton-manufacturing industry nearer to the source of production of raw material. It is an economic struggle, with the odds in favor of the South and the superiority of capital

in the North. The final outcome, as foreshadowed by what has already taken place, is certain. The natural protection of location must, in the end, triumph over the constant drain necessary to maintain competition under less favorable conditions. This, in fact, is a truism, and the statement is made in no sectional spirit, but as a self-evident proposition.

The disposition of Northern capital to embark in cotton milling in the South is becoming more and more pronounced. Every new mill is an advance, as it usually is equipped with the latest improved machinery. The mills are getting closer and closer to the cotton-fields, to the enrichment of the South, but not necessarily to the impoverishment of the North. The time is very far distant, indeed, when the North will not manufacture cotton, but it has lost its pre-eminence in that respect, and it may expect to see the South gradually approach it and surpass it in the number of bales used every year without, however, ceasing to be a mighty factor in the world's industrial economy.

That Winter Load Line.

From the elation of New York over the eminent success of its merchants' excursions as an aid to the restoration of its trade one might have imagined that the metropolis of the East should be satisfied and that it should cease to fume against those natural influences which prevent it from becoming the monopolist of the country's commerce. But with the oncoming of frost, and as wild fowl are preparing to wing their flight to warmer climes, is revived the time-worn outcry against the North Atlantic load line. This is regarded by New York as "a heavy tax on commerce," and an effort will again be made to repeal the rule, because "it is not sustained by facts and it is utterly repugnant to reason." The explanation of the heavy tax on commerce is that the rule discriminates against New York and Philadelphia in favor of Baltimore and Norfolk. Are these last-mentioned cities complaining against the rule? Are they not interested in commerce? Whence comes, then, the reason for a complaint on the part of New York? Merely from the fact that it thinks it ought to have the export trade which naturally seeks other ports. That is all there is in the complaint.

This is apparently understood by the British Board of Trade, which has heretofore refused to entertain favorably the proposition for a change. New York may attack the joint traffic association, it may encourage the nonsense about "hot corn," but the British Board of Trade can be reached only by sensible argument devoid of half-concealed confession of ulterior motives.

Really, under all the circumstances of the past year, about the only thing for New York to do, if it would retain its selfish grasp upon American commerce, is to secure legislation prohibiting the operation of railroad lines

running to any Southern port and to any other port but New York, or to put into practical effect the claims of the genius who has a scheme for changing Northern climate by a diversion of the Gulf Stream.

Either of these projects are of sufficient magnitude to justify the unrelenting effort of New York, and either may be accomplished if that city's ability is equal to its desire.

An Effect of Sympathy.

In expressing the hope that the West Virginia miners would not be seduced into a support of the coal-miners' strike, the Manufacturers' Record on July 30 last indicated that they had everything to lose and nothing to gain by such a step, and added that "Southern laborers of all kinds should view with suspicion every effort to excite their hostility against their employers, whether on a basis of 'sympathy' with Northern laborers or in response to the secret agents of Northern employers."

Many of the West Virginia miners thought otherwise, and they are now eating the bread of repentant appreciation of cold facts, set forth as follows by the New York Press:

Those West Virginia miners who listened to the blandishments of Debs and Sovereign are now in a position to appreciate the beauties of a "sympathetic" strike. They were living uncomplainingly on wages far less than those which the Pennsylvania, and even the Ohio, miners were "starving" on when the Pennsylvania and Ohio men quit work. The natural consequence of that quitting was of great and immediate benefit to the West Virginians. Their thirty-cent wages were promptly increased. They stood a fair chance of obtaining the forty-five to fifty-four-cent wages which the Ohioans and Pennsylvanians had refused to take. In doing this they would not have violated the most fantastic article of the trades-union code. They would have remained in their own mines and done their own work. They would not have come, nor is it pretended that they would have come, under any of the pleasant classifications of "scab" or "rat" or "black sheep" which trades-unionists apply to men who contract to do work that other men had refused to do. Only on the sympathetic side were they appealed to. * * * The strike in Pennsylvania and Ohio is settled, unless a fondness for nomadic life induces the men in the "camps" to reject the terms which their leaders have made. Owing largely to the shortage in the coal supply, consequent upon the sympathetic abstention of the thirty-cent men from work, the forty-five and fifty-four-cent men get fifty-six and sixty-five cents to return to their mines.

But the West Virginians—where are they? Let the Press describe them:

In brief, the thirty-cent men have enabled the fifty-four-cent men to be sixty-five-cent men, and the immediate and foregone consequence is that the thirty-cent men become no-cent men at all. They have set the "miners in Pennsylvania and Ohio working." In so doing they have set themselves idling. And, so far as we can learn from the dispatches, their case was not so much as mentioned in the conference which settled the original strike.

This story of the effects of a disregard of warnings comes from rather an odd source under the circumstances, but it should not on that account lose any weight with men who may hereafter be exposed to the gulle

of the professional agitator and engage in a co-operation where they do all the co-operation and the other fellows take all the proceeds.

WORKING FOR THE SOUTH.

Ex-Governor MacCorkle's Estimate of the Manufacturers' Record.

In a letter to the Manufacturers' Record, ex-Governor William A. MacCorkle, of Charleston, W. Va., writes as follows:

"I have noticed a number of discussions of your editorial on 'The South's Opportunity.' I am very glad to see you keep up the splendid character of your publication. It is by far the best paper of the kind published in the South, and equal to any published in this country. I think that ere long your earnest and energetic work will bear great fruit in the South. I agree with you on the lines you have laid down, and believe that if all of us who believe in the South will keep earnestly and honestly at the work as you have done in the past year, that we will make her bloom and blossom. The only trouble that I have had is to make the outside people believe that we have such wealth as we claim to have. The more I travel over the South, the more I investigate her resources, the more I am impressed that her resources are not yet half developed. A systematic, honest and energetic effort, such as you have been making, is bound, in a short time, to do its work.

"In my own State of West Virginia I see the effect of the outside advertisers. Even in the midst of the hard times for the last three years, large numbers of well-to-do people are coming into the State and developing her resources to an unprecedented degree. I am very glad to see your splendid paper keep up its work. Whilst I am out of office and am again in private life, I am as much in earnest in the development of the South as I was when holding official position."

IMPROVEMENT IN IRON.

Other Industrial News at Birmingham of Interest.

[Special Cor. Manufacturers' Record.]
Birmingham, Ala., September 7.

The improvement predicted concerning iron has arrived, and in both volume and values there has been an increase. Quotations have been revised and are now for No. 1 foundry, \$7.50; No. 2 foundry, \$7; No. 3 foundry, \$6.75; No. 4 foundry, \$6.50, and gray forge, \$6.50. No. 1 soft is \$7.50, and No. 2 soft is \$7. These prices are, at this writing, firmly maintained. One interest reports that their deliveries during the remainder of this year on sales already registered, approximates their anticipated production. Such a condition can produce only a comfortable feeling and towards a higher tendency. The interests buying have very appreciably increased in number and widened as to territory. And the orders are no longer confined to comparatively small lots. Orders for round lots are not infrequent, and the outlook at this writing is certainly very favorable for an increasing business. Some sources report the total sales at 30,000 tons for the week, and add that this is phenomenal. It is not an unusual thing in time of activity for the Tennessee Company to sell this amount in one day. However, it is largely in excess of production, and such an increase that it is notable as a harbinger of better things.

The export trade, so far as fresh orders are concerned, is very quiet. The unengaged room that can be obtained is being held at a price that bars shipments.

A fire just one week ago destroyed the Anniston Pipe Works, whose capacity was 500 tons per day. The contracts for nearby delivery reports credit will be

executed by the Howard-Harrison Co., at Bessemer. There has been frequent mention during the week of the removal of the Anniston plant to this place, but, so far, it is all talk. The suit recently entered to appoint a receiver for the United States Car Co. (which has a branch at Anniston) is a friendly suit and necessary to the passing of a good title to the reorganized company, which has ample capital to successfully conduct the business. In a very short time their indebtedness will be liquidated in full, and they will be revived financially and commercially. Already they have a contract from the Louisville & Nashville Railroad for 500 box-cars, and they, in turn, have contracted for the lumber—2,000,000 feet—to build them. Their resumption will give added life to affairs in the district.

The pipe works and the car works at Gadsden are full of work. At Fort Payne the stove works are running at full capacity, and are clean of stock on hand. All the points in the district report a business activity that these letters anticipated awhile back. The rolling mills are more active than at any time for long months past, and improvements are being made that clearly point to an anticipated large increase in their business. They are enjoying a trade characterized by the management as satisfactory. It can be said, too, that it is better than the records show for a long time past. The No. 2 furnace of the steel plant is ready for operations, and will soon join No. 1 in the production of steel. That which has been made and gone into use has been pronounced satisfactory in every way. Not one complaint has been registered against it. It has its place. It can't be dislodged.

In coal mining the activity of operations is checked to a limited degree by the scarcity of labor. Labor agents have scoured this locality and accepted all who desired work, and yet the cry is for more. To satisfy the demand they have entered other fields in search of labor. There is now work for all. The tables are turned. The employer now is seeking labor. Mechanics also, unemployed, are eagerly sought for, and agents have been working other fields for them. Report credits the rolling-mill people with sending an agent to the West to secure labor familiar with rolling-mill work. The activity in our various industries and the great increase in building going on has absorbed all labor available. Idle labor here, when idle, is idle from choice—not from necessity. In real estate there is not only no let-up in activity, but there is an increase. The transactions the past week were the largest for a long time past. The Elyton Company is the leader in effecting sales and fixing price. Under the policy inaugurated by their president, Mr. J. K. McDonald, of letting no reasonable man go away unsatisfied, they are contributing largely to the upbuilding of the city and holding prices at living figures. "Burned children dread the fire," and the impolicy of "boom" prices in real estate is thoroughly understood by Birmingham people. The minor industries are full of prosperity, if being full of work is any indication, and some of them have had difficulty in securing mechanics and machinists. To sum it all up, there has never been such great activity in our history, and there has never been a time heretofore when the future prosperity of the city seemed to be based on such a solid foundation.

J. M. K.

Birmingham, Ala., September 7.

Iron market 25 cents today on all grades, with very fair sales at advance. Buyers are urging deliveries on purchases maturing. Sales today exceed a week's production. Market broadening fast.

J. M. K.

AMERICAN COTTON HISTORY, 1896-97.

By Henry G. Hester, Secretary New Orleans Cotton Exchange.

The cotton crop of the United States for the year ending August 31, 1897, amounts to 8,757,964 bales, showing an increase over the crop of 1895-96 of 1,600,618, a decrease under that of 1894-95 of 1,143,287, and an increase over that of 1893-94 of 1,208,147 bales. Five-sixths of the excess was in the groups known as the "other Gulf" and "Atlantic States," Texas (including Indian Territory) showing an increase in round figures of 258,000, the Gulf States (Arkansas, Louisiana, Mississippi and Tennessee) of 669,000, and the Atlantic States (Alabama, Georgia, Florida, North Carolina and South Carolina) of 674,000.

In the absence of much of the usual speculative influences the range of values has been lower, but this has been partly offset by the fact that perhaps no cotton crop yet grown has been raised at such small cost, and it is safe to assume that it has netted the producer more than any previous one. Its actual value has been about \$25,000,000 more than was realized from the 9,901,000-bale crop of 1894-95, but this represents much less than the net gain to the grower, considering the difference in the cost of raising the two crops.

No unusual or startling features have been developed in the course of the market, and although the year's production was larger than generally expected after the disastrous results of the extreme hot weather and drought of July and August, and the trade and financial outlook in this country were generally unsatisfactory, these were offset by the strong statistical position, which kept prices unusually steady. Based on a fair average for the United States, the highest point touched was 8 1/2 cents per pound, and the lowest 6 11-16 cents, the average for the season being 7 32-100. Both the extremes noted were exceptional, the general range having been between 7 and 7 1/4 cents per pound. The average commercial value of the crop has been \$36.76 per bale, against \$41.09 last year, \$30 year before last and \$37.50 in 1893-94, and the total value of the crop compares with the past five years as follows:

Commercial Crop.		
	Bales.	Value.
1896-97.....	8,757,964	\$321,924,834
1895-96.....	7,157,346	294,045,347
1894-95.....	9,901,251	297,037,530
1893-94.....	7,549,817	283,118,137
1892-93.....	6,700,365	284,765,512
1891-92.....	9,035,379	338,826,712

An investigation of facts enables me to give, as usual, a close approximation of the actual growth.

As was the case last year, this year's commercial crop contains part of the growths of three seasons. Again, there has been a large movement of new cotton in August, the comparisons with the past five years showing as follows:

	Total crop of year.	August receipts of new cotton included.
1896-97.....	8,757,964	84,030
1895-96.....	7,157,346	165,000
1894-95.....	9,901,251	7,656
1893-94.....	7,549,817	36,868
1892-93.....	6,700,365	20,883
1891-92.....	9,035,379	19,126

In considering the actual growth of the current year we, therefore, arrive at the following:

Commercial crop of 1896-97.....	8,758,000
Less old cotton left over from 1895-96.....	165,000
.....	8,593,000
Plus growth of 1896-97 marketed in 1895-96.....	166,000
Grown not marketed in 1896-97.....	100,000
.....	266,000
Deduct August receipts of new cotton of the growth season 1897-98.....	84,030
.....	8,859,000
.....	84,000

Actual growth of 1896-97—bales..... 8,775,000
Showing, as it happens, a difference between the commercial crop and actual growth of only 17,000 bales. The stocks of old cotton left over in the South on plantations, at counted and uncounted towns and in the hands of Southern spinners, aggregate less than at this time for years. In truth, the Southern country has seldom been so depleted of its cotton. As a general thing, from 2 1/2 to 3 per cent. of the crop can be counted on as being left over; this year there is but little more than 1 per cent.

In American Mills.

The season has not been favorable to American mills, but final results indicate that the extent of the depression has been decidedly overstated in the public prints and otherwise. Their takings North and South, practically all of which were consumed, have been exceeded but twice in the previous seven years, that is, in 1891-92 and in 1894-95, and the difference in one of those years (1891-92) was not quite 30,000 bales. Notwithstanding the narrow margins for profits, the mills of the North have worked up as much cotton and those of the South 138,000 bales more than last year. It is true, as stated in my comments on Southern consumption, some of them have done little better than exchange an old dollar for a new one, and it might be added that in the North some have worked at a positive loss.

These conditions, however, cannot be ascribed altogether to bad trade. They are the inevitable result of the sharp competition between the two sections and the certain and steady removal of the cotton-manufacturing industry nearer to the source of production of the raw material. It is an economic struggle, with the odds in favor of the South and the superiority of capital with the North. The final outcome, as foreshadowed by what has already taken place, is certain. The natural protection of location must in the end triumph over the constant drain necessary to maintain competition under less favorable conditions. This, in fact, is a truism, and the statement is made in no sectional spirit, but as a self-evident proposition. The progress of the industry within the past few years cannot be better told than in the following. The column of Northern mills shows "takings," while that of Southern mills comprises actual consumption, but as the Northern mills now hold but about 75,000 bales, their "takings" may be said to have been practically all consumed:

Cotton Consumption by American Mills.				
Year Ending August 31.	Northern Mills. Bales.	Southern Mills. Bales.	Total.	Crop.
1890.....	1,799,258	546,894	2,346,152	7,311,392
1891.....	2,027,362	604,661	2,632,023	8,652,597
1892.....	2,190,766	686,080	2,876,846	9,035,379
1893.....	1,687,296	743,848	2,431,144	6,700,365
1894.....	1,601,173	718,515	2,319,688	7,549,817
1895.....	2,083,839	862,838	2,946,677	9,901,251
1896.....	1,600,271	904,701	2,504,972	7,157,346
1897.....	1,804,680	1,042,671	2,847,351	8,757,964
Total eight years.....	14,794,635	6,110,208	20,904,843	65,066,111

Of the eight years' consumption barely 30 per cent. has been South and over 70 per cent. North, while of the total cotton production of the United States but little more than 32 per cent. has been consumed in this country.

The changes in percentages North and South during that period, however, are strikingly suggestive. In 1890, 76 7-10 per cent. of our domestic consumption of American cotton was North and 23 3-10 per cent. South; in 1897, 63 4-10 was North and 36 6-10 was South. In other words, in the former year Northern consumption was as eighteen to five, whereas today it is as eighteen to ten, the North standing today as it did in 1890 and the South having doubled. This, of course, relates to American cotton only. The importation of foreign cotton during the year has amounted to the equivalent of 106,000 bales of American cotton, against an equivalent of 112,000 last season. All of this has gone into consumption North, except about 2200 bales, which were re-exported.

American Cotton Crop for Four Years.

(Year Ending Close of August.)		1896-97.	1895-96.	1894-95.	1893-94.
Bales.		Bales.	Bales.	Bales.	Bales.
Port receipts.....	6,829,100	5,420,246	8,006,177	5,940,092	
Overland to mills.....	940,482	873,465	1,087,101	931,706	
Southern consumption.....	1,042,671	904,701	862,838	718,515	
Less taken by Southern mills from ports.		8,812,253	7,198,412	9,956,116	7,590,313
		54,289	41,066	54,865	40,496
Total crops.....		8,757,964	7,157,346	9,901,251	7,549,817
Exports:					
Great Britain.....	3,018,462	2,299,182	3,443,574	2,859,114	
France.....	702,632	465,870	774,476	587,299	
*Continent and Channel.....	2,250,289	1,861,116	2,500,911	1,775,784	
Canada overland.....	80,617	81,040	99,316	65,600	
Total exports.....		6,052,000	4,707,208	6,818,277	5,287,887
Stock at close of year.....		77,654	223,179	280,091	183,787
Northern mill takings.....		1,804,680	1,600,271	2,083,839	1,601,173
Average gross weight of crop, bale—lbs.		502.08	501.92	508.72	490.27

*Including Mexico, details of which are given in Export Table.

COTTON CONSUMPTION OF THE SOUTH.

Census of Southern Cotton Mills for the Year Ending August 31, 1897, from Actual Figures of Every Mill.

For the first time in its history the cotton consumption of the South has passed the 1,000,000-bale mark, the returns by Southern cotton mills for the year just closed showing as the total number of bales consumed 1,042,671, an increase of 137,970. This is the largest yearly gain made, except that of 1894-95.

As an indication that the trend of the cotton-manufacturing industry in America continues surely and steadily southward, the results are most gratifying, especially as this increase occurred in face of an unfavorable season.

There has been general complaint of the narrow margin between the cost of the raw material and manufactured article, and, in many instances, the mills have done little better than "exchange a new dollar for an old one."

As a whole, there is a cause for satisfaction at the general results of the year's showing. In face of two successive seasons of trade depression and uncertainty, the cotton spindles of the South have increased in round numbers 675,000, or say 21 per cent., while the aggregate of the bales consumed is greater by 180,000, equal to 25 per cent., and the tendency is toward a further material increase in the immediate future. No surer or better indication could be afforded of the substantial basis of the industry.

The record for the past year does not indicate so great an impetus in the building of new mills, a natural consequence of the uncertainties incident to a national election year, emphasized by possibilities of the gravest moment to the material interests of the entire country.

The roster of the mills and spindles in the South shows:

MILLS.			
Total number of mills last year.....		475	
Crossed out and merged into other concerns.....	8		
Burned.....	4	12	
		463	
New and completed mills added to the list.....		19	
		482	
Total number of cotton mills.....		482	
Last year the number of mills added was fifty-five.			
SPINDLES.		This Year.	Last Year.
Total in operation.....		3,419,663	2,956,396
Idle.....		143,148	162,542
New, not completed.....		289,180	574,300
Grand total.....		3,851,991	3,693,238

Showing an increase of spindles, old, idle and not complete, over last year of 158,753, and a gain of spindles at work during more or less of the past year of 463,267.

As indicated by the tables annexed, the total consumption in all the mills (old and new) for the year was 1,042,671 bales, against 904,701 for the season of 1895-96 and 862,838 for that of 1894-95, an increase over last year of 137,970 bales and over the year before of 179,833. The changes in each State as compared with last year were as follows:

	Gain.	Loss.
Bales.	Bales.	Bales.
Alabama.....	9,578	
Arkansas.....		1,591
Georgia.....	18,973	
Kentucky.....	4,286	
Louisiana.....	2,623	
Mississippi.....	896	
Missouri.....	1,713	
North Carolina.....	26,851	
South Carolina.....	72,945	
Tennessee.....		1,333
Texas.....	1,231	
Virginia.....	1,828	
Totals.....	140,894	2,924
Total net gain.....	137,970	

The decrease in the average consumption per spindle in mills in operation has been 2 51-100 pounds, due to fewer working hours by some and partial stoppage by others of the mills during part of the season. As stated above, change to finer numbers and short supplies of cotton toward the close of the year had some effect, but in reality accounted but for little. The comparisons for the past five years are as annexed:

Average Consumption Per Spindle by Southern Mills.

	Pounds per spindle.
1890-97.....	140.16
1895-96.....	142.67
1894-95.....	164.45
1893-94.....	147.60
1892-93.....	160.30
1891-92.....	160.60

It will be recollected that in my last year's report I gave a synopsis, in tabular form, of the answers of the mills concerning the effect of trade and monetary conditions on their consumption. The same question was again sent to them this season. The result is appended. Perhaps it may be well to explain that under the head of "doubtful" are those mills slightly affected, or new mills that commenced late and were not in full play; under that of "less" are those reporting rather favorably, but whose consumption was lessened, some by interruptions for repairs or additions, or through resort to finer numbers:

Consumption Affected by Trade Conditions, etc.

(Replies of Mills.)

	Unfavorably.	Not affected.	Consumed Less.	Doubtful.	Total Replies.
	Spindles.	Spindles.	Spindles.	Spindles.	Spindles.
Alabama.....	7,068	151,032	58,200	23,966	240,856
Arkansas.....		3,000			3,000
Georgia.....	171,793	322,398	114,680	44,232	653,103
Kentucky.....	8,344	41,492	4,500	10,658	65,024
Louisiana.....		15,000		40,800	55,800
Mississippi.....	27,878	32,954		3,000	63,832
Missouri.....	1,944	9,408		1,152	12,504
North Carolina.....	216,372	433,630	82,069	167,974	900,045
South Carolina.....	165,196	811,428	35,900	21,500	1,034,024
Tennessee.....	50,082	61,120	14,248	6,000	131,460
Texas.....	20,000	12,000		960	32,960
Virginia.....	35,213	72,774	24,016	7,180	139,183
Totals.....	704,440	1,966,256	333,613	327,482	3,331,791
Total spindles mills in operation.....					3,419,663

Present conditions are shown by the following statement:

Mills Closed Down Entirely in August, 1897.

	Mills.	Spindles.
Alabama.....	5	20,040
Arkansas.....		
Georgia.....	5	20,062
Kentucky.....		
Louisiana.....		
Mississippi.....		
Missouri.....		
North Carolina.....	12	47,042
South Carolina.....	2	12,004
Tennessee.....	5	15,504
Texas.....	2	18,360
Virginia.....		
Total closed temporarily.....	31	131,951
Total closed last year.....	52	252,486

*Two mills, with 12,480 spindles, stopped to put in new machinery.

Thus out of 414 mills in operation during the season but thirty-one have stopped for the present, the spindles they contain amounting to less than 4 per cent. of those in action. The stoppages above only allude to mills that have been in operation during the year and not to the forty idle mills, with 143,148 spindles, given in the table below, which have remained closed during the entire twelve months.

As a general thing the weights of bales consumed by the mills have been lighter, the average for all the mills showing 6 53-100 pounds per bale less than last year. It must be remembered that the Southern mill weights are given net; that is, exclusive of bagging and ties:

Southern Cotton Mills in 1896-97.

MILLS.		Total.	In operation.	Idle.	New, not completed.
			Old.	New.	
Alabama.....	39	32	..	4	3
Arkansas.....	3	1	..	2	..
Georgia.....	81	73	1	5	2
Kentucky.....	12	10	1	1	..
Louisiana.....	5	2	..	3	..
Mississippi.....	11	9	..	2	..
Missouri.....	5	3	..	2	..
North Carolina.....	177	157	4	5	11
South Carolina.....	95	77	2	5	11
Tennessee.....	31	25	..	6	..
Texas.....	9	3	..	5	1
Virginia.....	14	12	2
Total.....	482	404	10	140	28
Last year.....	475	361	25	28	61

*Includes one mill counted in Georgia last year.

†Not including mills temporarily stopped for repairs, etc.

SPINDLES.		Total.	In operation.	Idle.	New, not completed.
			Old.	New.	
Alabama.....	327,476	240,856	..	14,220	72,400
Arkansas.....	9,000	3,000	..	6,000	..
Georgia.....	704,753	663,039	..	19,714	22,000
Kentucky.....	65,024	64,736	288
Louisiana.....	62,400	55,800	..	6,600	..
Mississippi.....	71,132	63,832	..	7,300	..
Missouri.....	23,868	12,504	..	11,364	..
North Carolina.....	969,337	900,453	3,664	9,440	55,780
South Carolina.....	1,250,324	1,055,824	*47,500	15,000	132,000
Tennessee.....	158,536	136,024	..	22,512	..
Texas.....	70,958	32,960	..	130,968	7,000
Virginia.....	139,183	133,983	*5,200
Total.....	3,851,991	3,363,011	56,652	143,148	289,180
Last year.....	3,693,238	2,752,336	204,060	162,542	574,300
Year before.....	3,177,310	2,413,151	70,973	134,670	558,516

*All just starting up.

†Nearly all practically useless.

‡Includes spindles being added to old mills as well as those in new concerns.

§Including spindles added to old mills, less spindles thrown out during year.

Southern Cotton Consumption, Year Ending August 31.

(Actual Figures Reported by the Mills.)

States.		No. mills.*	Looms.†	Spindles.†	1897.	1896.
					Bales.	Bales.
Alabama.....	32	4,660	240,856	84,578	75,000	
Arkansas.....	1	60	3,000	826	2,417	
Georgia.....	74	16,584	663,039	226,717	207,744	
Kentucky.....	11	2,103	65,024	24,421	20,135	
Louisiana.....	2	1,534	55,800	16,378	13,755	
Mississippi.....	9	1,990	63,832	17,042	16,776	
Missouri.....	3	280	12,504	3,152	1,439	
North Carolina.....	101	21,496	904,117	258,923	232,072	
South Carolina.....	79	33,146	1,103,324	327,643	254,608	
Tennessee.....	25	3,528	136,024	30,584	31,917	
Texas.....	3	962	32,960	12,700	11,460	
Virginia.....	14	4,764	139,183	39,107	37,279	
Totals.....	414	91,137	3,419,663	1,042,671	904,701	
Less consumed and taken from Southern seaports and included in port receipts.....				54,289	41,066	
Net consumption to be added to crop.....				988,382	863,635	

*Mills in operation only; for total in South see other table.

†Employed in mills in operation; for total spindles in South see other table.

Average Mill Takings in Bales.

	This year, bales.	Last year, bales.
Average weekly takings, Northern mills.....	34,705	30,774
Average weekly takings, Southern mills.....	20,051	17,398
Average weekly mill takings, United States.....	54,757	48,173
Average monthly takings, Northern mills.....	150,390	133,355
Average monthly takings, Southern mills.....	86,889	75,391
Average monthly mill takings, United States.....	237,279	208,748

The following shows the consumption of Southern mills during the past two years in pounds of lint cotton and the average net weights per bale:

	Pounds (Lint).		Average weights.	
	This year.	Last year.	This year.	Last year.
Alabama	40,158,326	34,553,212	474.81	480.57
Arkansas	394,575	1,172,930	477.09	485.28
Georgia	104,689,240	98,561,032	461.70	467.47
Kentucky	11,967,501	9,901,824	491.28	491.77
Louisiana	7,667,356	6,433,607	468.15	467.73
Mississippi	8,281,167	7,733,992	469.40	461.05
Missouri	1,494,378	705,240	474.11	490
North Carolina	116,734,679	105,864,419	450.84	456.17
South Carolina	148,994,350	118,215,557	454.75	464.14
Tennessee	14,701,201	15,222,824	480.68	476.95
Texas	6,453,980	5,758,475	508.19	502.08
Virginia	17,747,700	17,068,373	453.81	473.95
Totals	479,314,513	421,793,485	459.69	466.22

*Exclusive of bagging and ties.

Consumption United States.

	1896-97.	1895-96.
Total crop United States	8,757,964	7,157,346
Stock at ports beginning of year	223,179	280,091
Total supply	8,981,143	7,437,437
Exported during year	5,971,383	4,626,168
Sent to Canada	80,617	81,040
Burnt at delivery ports	4,138	2,078
Stock at close of year	77,654	223,179
Total takings for consumption, United States.	2,847,351	2,504,972
Of which—		
Taken by spinners in Southern States, total.	1,042,671	904,701
Taken by Northern spinners	1,804,680	1,600,271

Weight of Bales, 1896-97.

	No. bales.	Average weights, pounds.	Total weights, pounds.
Louisiana	2,128,315	507.19	1,079,460,085
Texas	1,522,074	528.38	804,233,460
Alabama	303,608	507.35	154,035,519
Florida and Georgia	1,034,442	487.65	504,445,641
South Carolina	473,288	484	229,071,392
Virginia	748,043	481.05	359,846,085
North Carolina	234,664	491	115,220,024
Tennessee, etc., and consumed in the South not above included.	2,313,530	497.45	1,150,865,498
Total crop	8,757,964	502.08	4,397,177,704
Last year	7,157,346	501.92	3,592,416,851
Year before last	9,901,251	508.72	5,036,965,022

Receipts of New Crop Prior to September 1, 1897, at Outports.

	1897, bales.	1896, bales.
New Orleans	50,658	40,051
Galveston	29,122	71,736
Mobile	237	2,887
Savannah	3,097	27,342
Brunswick	822	9,623
Charleston	83	5,016
Wilmington	10	3,252
Norfolk	1	2
New York	1	2
Total	84,030	165,900
Port receipts for August	142,332	122,140

*Including net plus corrections for year and yearly additions of minor points, 50,955.
†Including net plus corrections for year, 49,047.

Demand for a Decorticator.

[Special Cor. Manufacturers' Record.]

Orlando, Fla., September 6.

Anyone with capital to invest in a fibre factory can find a number of desirable locations in South Florida and an assured profit from it. Contracts can be made with pineapple growers for leaves to run indefinitely.

The fibre of endogenous plants, especially pineapple, yucca, banana, palmetto and other species, are obtainable in abundance in Florida and other Southern States. Very little of these products have been utilized in the past, but that should not prevent progressive individuals from saving these fibres and turning it into ready money.

Pineapple planting has assumed huge proportions in South Florida, and brings satisfactory returns, both for the luscious fruit and plants for propagation. When the apples are gathered for market the leaves on the mother plants can be cut off and sent to the decorticator without interfering with the growth of suckers. For fertilizer the pineapple leaves are practically valueless, as the fibre is almost indestructible. It seems to be wanton waste to permit the leaves to go for naught when they could be so readily utilized for so many useful purposes. A decorticator capable of working up a ton of fibre daily would not cost a large sum.

Our people are endeavoring to subsist from their own exertions at home, which is certainly commendable, when the example of attempting to live like a prince on the income of a plebeian is so flagrantly practiced throughout the country.

Industries at Baton Rouge.

Baton Rouge, La., September 6.

Among the manufactories of this city are the Burton Lumber Co., Wm. Garig,

Esq., manager; brick-yard, Messrs. Garig and Rosenfield, managers; brick-yard company, T. M. Gentle, manager; oars and helms manufactory, Moorman Bros., managers; cottonseed-oil works, Hon. John T. Fisher, manager; sash and blind factory, A. J. Brown and J. J. Brown, managers; barrel-hoop factory, R. S. Crainer, manager; gumbo manufactory company, Antonio Cosa Calvo, manager; sugar-refining company, T. M. Webb, manager; ice storage and ice-manufacturing company; iron and casting foundry, manager, Shep. Houye; moss factory, John J. Goss, manager; gin right and gin manufacturing company, M. Conner, manager.

A Reported Combination.

Editor Manufacturers' Record:

How long will the cotton manufacturers submit to the present combine? When a trust was formed on cotton bagging the Southern planters at once rebelled and boycotted the use of it, engaged in the manufacture of bagging and broke down the combine. Now why can't the cotton manufacturers combine and manufacture their own travelers? About two years ago we bought travelers at 70 per cent. from the list; under the present combine we get 30 per cent. A bill of travelers that formerly cost us \$90, today costs us \$210. I think some agitation or some steps taken that would make us independent of the present manufacturers of travelers would be the proper thing to do. Of course, supply dealers who furnish the mills that line of goods have quietly submitted to any prices charged, and why should they not, for they are getting twice as much profit out of them today as they formerly did.

J. W. CANNON,

Treasurer Cannon Mfg. Co.
Concord, N. C.

TO IMPROVE BUFFALO BAYOU.

Representatives of Texas in Congress Given an Object-Lesson.

In order to enable the representatives of Texas in Congress to become fully acquainted with the conditions existing at present in connection with the proposed channel from Houston to the Galveston jetties, they were taken down Buffalo bayou to Morgan's Point one day last week. In addition to the guests of honor, Senators Roger Q. Mills and Horace Chilton and Representatives Joseph D. Sayers and Thomas H. Ball, there were in the party Mayor H. B. Rice, Major E. W. Cave, of the Houston & Texas Central; Mr. George W. Kidd, chairman of the ship channel committee of the Houston Cotton Exchange; Capt. S. S. Ashe, Capt. O. C. Drew, of the Planters and Mechanics' Bank; Capt. William Hunter, Hon. Mann Trice, assistant attorney-general, and General Manager L. L. Foster, of the Velasco Terminal road. Capt. A. Cross joined the party at Clinton, and Mr. John Campbell boarded the boat at Lynchburg.

The Houston Post devoted half a page to the trip and the report of the speeches. Senator Mills showed that the whole people west of the Mississippi were interested in the improvement. Senator Chilton said that every Southern member of Congress should strive for bills for the improvement of Southern rivers and harbors, and that there could not be too many good harbors in Texas. Congressmen Sayers and Ball and others also spoke, all expressing the hope of ultimate success of the bill for the appropriation of a lump sum for the permanent improvement of Buffalo bayou.

Literary Notes.

History of the United States; Civil Government in the United States. By John Fiske. Publishers, Houghton, Mifflin & Co., Boston and New York.

Until within recent years the course in schools and colleges in the history of the United States ended with the birth of the United States. Bancroft was the standard upon which text-books were based, but Bancroft could not progress far beyond colonial days, and even in that field was compelled to make important revisions before he died. Attempts were made now and then to bridge the chasm, but these resulted in most unsatisfactory work. Finally, James Schouler entered the field with a well-conceived plan to cover the period from the close of the Revolution to the Civil War. His idea seems to have been to present a picture of the full history of the time. This was fairly well executed in the first three volumes, but in the last two, material movements were rather subordinated to politics. About the same time McMaster was working upon his compilation, based upon excellent material, that drawn from newspaper files, but lacking the elements of judicious selection, correct estimation and attractive co-ordination which belongs to first-class journalism, and so monumental that ere it be completed many of the lower strata will have to be replaced or renovated. Yet, the student of leisure may, by a careful, intelligent use of Bancroft, Schouler and Andrews, obtain a fair view of the life of this country from its settlement to the present time. To accomplish this, however, many years' patient study is required. In the meantime the rising generation must learn definite facts, and the busy man of the world must have a handy reference book. These two wants are met in John Fiske's "History of the United States." Its style is a model, its

field is comprehensive, its illustrations are fitting, it has well-arranged reviews by sections in the shape of topical questions for those still under instruction and for those who desire a wider range of study, a list of works of historical fiction and a minimum library of reference. The author assumes some positions which may be combated, but the perfectly scientific history covering the whole period of America cannot ever be written, though in the hands of a competent teacher difficulties of opinion may be readily overcome. Behind the manifestations of human endeavor which make history are the forms of government, the institutions and constitutions influencing and influenced by the people. These also must be studied in obtaining a correct view of events. Mr. Fiske has entered this field in his "Civil Government in the United States." In this he traces the modifications in this country of the forms of local government in Europe known as the township, parish, county or shire, their relation to the city and the State, and the development of colonial governments, with their grants and charters, into the forms based upon written constitutions and joined in a federal union. Appendices contain the Articles of Confederation, the Constitution, Magna Charta, the English Bill of Rights of 1689, and carefully-arranged data which the man of affairs must use every week of his life in one form or another, while the body of the work is enriched by references and bibliography. These two books, which are but a small portion of Mr. Fiske's publications, contain the fruits of a highly-cultivated, studious life, and they are indispensable to those who would by a short route reach the plane upon which he moves by virtue of diligent application, extraordinary opportunities for acquisition and a keen perception of the unities in history.

As the result of the development of our public-school system and the cheapening of books, there has grown up a large class of men and women who seek broader education, or desire to extend their knowledge along special lines. Their duties in life, or lack of means, exclude them from the universities. The Cosmopolitan Magazine has undertaken the task of bringing liberal education, in its broadest sense, within the reach of those who have the aspiration, but are deprived of the opportunity. Dr. E. Benjamin Andrews has undertaken the presidency of the Cosmopolitan's educational movement. The work, thus begun, is not intended to take the place of regular university work, but to supply a gap in existing educational facilities. No charges of any kind will be made to students.

Mr. H. V. Poor has written a brochure, entitled "The Money Question, a Handbook for the Times," in which he discusses from the historical and critical standpoint the currency question in this country, points to defects, and, in setting forth remedies, inclines strongly to free banking. Everybody will not agree with his conclusions, or with some of his positions, but the study is nevertheless a valuable contribution to an important discussion. It is published by H. V. & H. W. Poor, New York.

The Hon. J. L. M. Curry, formerly minister to Spain, contributes to the American Monthly Review of Reviews for September an estimate of the murdered Premier of Spain, Senor Canovas del Castillo, and his relations to modern Spanish politics.

A convention has been called for September 28 and 29 at Nashville to consider the subject of the employment of convicts in the Southern States.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

SOUTHERN RAILROAD BUILDING.

Projects Under Way Which Indicate What Might Be More Generally Accomplished.

While it is safe to say that the people of the South generally realize that the railroad development of this section has progressed at a truly remarkable rate during the past ten years, and that the mileage in operation today, compared with that in 1887, has increased from 33 1/3 to 50 per cent. in various States, few have any conception of the broad area at present the scene of active railroad construction and the extent of capital being invested in railroad projects between the Potomac and the Rio Grande. The Manufacturers' Record aims to give the public generally, information of every enterprise of this character proposed in the South from its inception to its completion. It is needless to say that not a few companies are formed whose plans terminate on paper. This is no more the case in the South than in other sections of the country, but, unfortunately, it creates at times misgivings as to the feasibility of building any new transportation lines in these States.

As a matter of fact, however, the South is now one of the most attractive, if not the most attractive field in the world to the man who is interested in railroad promotion and construction, owing to the extent of territory in some States which is still almost destitute of transportation facilities.

With this issue is presented a list of the more important railroads recently completed or are now actually under construction. In addition to this list we may add many more upon which work will begin in the near future; but every enterprise which is not actually commenced has been omitted, and in every case mentioned, contracts have been let for at least a portion of the work, and tracklaying, grading or some other branch of construction is under way. The summary follows in detail:

Systems.

Kansas City, Pittsburg & Gulf.—Being completed to Fort Arthur, on Sabine Pass. About 20 miles unfinished. In operation through Missouri, Arkansas, Louisiana and Texas, between Kansas City and the Gulf of Mexico. Philadelphia, Boston and Holland capitalists interested. A. E. Stillwell, Kansas City, president; Robert Gillham, general manager.

Mobile & Ohio, Montgomery & Tuscaloosa Division.—Two hundred and ten miles, including branches to Warrior river coalfields. Graded between Montgomery, Ala., and Columbus, Miss., 180 miles, and contracts for bridge-work let. Being built in the interest of the Mobile & Ohio Railroad Co. by Hanover Construction Co., of Montgomery, Ala.

Mobile, Jackson & Kansas City.—Under construction from Mobile to Jackson, Miss., 180 miles; 30 miles completed and 22 miles additional under contract. New York and English capitalists interested. The Gulf City Construction Co., of Mobile, general contractor.

Arkansas.

Saline River.—Ten miles completed. Total length, 24 miles. To be a branch of Iron Mountain system. J. H. Draughon, at Draughon, Ark., president.

Arkansas Central.—Fort Smith to Little Rock, 135 miles. Grading begun on first section, 44 miles. Chicago, Indiana and local parties interested. J. H. Larimer, Peru, Ind., president.

Arkansas & Choctaw.—One hundred and sixty miles projected; 12 miles being constructed by Central City Coal & Coke Co., of Texarkana, Ark., promoters.

Jonesboro, Lake City & Eastern.—To be feeder of the Kansas City, Fort Scott & Memphis; 160 miles projected; 10 miles graded. J. E. Jones, at Jonesboro, Ark., president.

South Carolina.

Ohio River & Charleston.—Branch between Blacksburg and Spartanburg, S. C.; 30 miles proposed; 10 miles graded. Arrangements being made to extend this line from Camden to Charleston, S. C., and from Marion, N. C., to Virginia coalfields. Boston and Philadelphia parties interested. Samuel Hunt, at Cincinnati, president.

Texas.

San Antonio & Gulf Shore.—Proposed, 220 miles, from San Antonio to Galveston; partly completed and 8 1/2 miles under contract. New York and San Antonio parties interested. Oscar Bergstrom, representative of owners.

Jasper Southern.—Twenty miles proposed; grading completed; local parties promoters. E. I. Kellie, at Jasper, superintendent.

Texas, Arkansas & Louisiana.—Formerly owned by Atlanta Lumber Co.; 8 miles of extension being built. E. Rand, at Atlanta, Texas, general manager.

Missouri, Kansas & Texas.—Branch to Winnsboro; 13 miles completed.

West Virginia.

Little Kanawha Railroad.—Thirty miles proposed; grading contracts let. Parkersburg and Charleston parties interested. Gooch, Rinehart & Dennis, Covington, Va., general contractors.

Cheat River Railroad.—Thirty-one miles proposed; 6 miles completed. Philadelphia capitalists interested. J. J. Stoer, at Rowlesburg, W. Va., president.

Louisiana.

Mississippi River & La Fourche.—Proposed between Napoleonville and Donaldsonville; 12 miles; grading begun. R. W. Edwards, of Lauderdale, La., president.

Texas, Shreveport & Natchez.—Contracts let on 12 miles of extension. B. Collins, at Texarkana, Ark., general manager.

Louisiana Northwestern.—Homer, La., to Magnolia, Ark.; 40 miles; grading contract let and work in progress. J. D. Beardsley, Gibsland, La., manager.

North Carolina.

Atlantic Coast Line.—Southeastern Railroad division; 12 miles; also branch line 3 miles; contracts partly let. Warren G. Elliott, Wilmington, N. C.

Livville River.—Lumber railroad from Livville river to Cranberry Station, N. C., on Southern Railway; 13 miles completed. Chicago and North Carolina parties interested.

Aberdeen & Rock Fish.—Work begun on 8 miles of extension. John Blue, at Aberdeen, N. C., general manager.

Durham & Charlotte.—Being constructed between the cities named; 11 miles completed; 6 miles under construction. Philadelphia and Durham parties interested. F. D. Jones, of Glendon, N. C., superintendent.

Carthage Railroad.—Twenty-one miles completed; 12 miles under construction. W. C. Petty, of Cameron, N. C., general manager.

Carolina & Northwestern.—Ten miles in North Carolina under construction (narrow gauge). G. W. F. Harper, of Lenoir, N. C., president.

Virginia.

Richmond, Petersburg & Carolina.—From Petersburg, Va., to a connection with the Seaboard Air Line at Ridgeway, N. C.; 45 miles; grading begun. New York and Petersburg parties interested. DeWitt Smith, 50 Broadway, N. Y., president.

Alberene Railroad.—To extend from Chesapeake & Ohio to Alberene, Va.; 12 miles; grading begun. R. E. Shaw, Alberene, Va., chief engineer.

Alabama.

Plant System.—Branch of Abbeville Southern division between Newton and Elba, 36 miles, under construction. S. G. McLendon, Thomasville, Ga., president.

Tensas & Monroeville.—Lumber railroad; 8 miles of extension under contract. U. Blacksher, Monroeville, Ala., president.

Seaboard Railroad.—Five miles of extension under contract. S. R. Prince, at Mobile, receiver.

Florida, Alabama & Northern.—Thirty miles of extension to Yellow River Railroad being built by the W. B. Wright Company, of Pensacola, Fla.

South Alabama & Gulf.—From Dothan to Elba, 40 miles; grading commenced. Richmond and Alabama parties interested. W. H. Parrish, at Richmond, Va., president.

Mississippi.

Laurel & Northwestern.—Twenty miles of extension under construction. Eastman, Gardner & Co., of Laurel, N. C., promoters and builders.

Natchez, Columbia & Mobile.—Under construction from Norfolk to Columbia, Miss.; work in progress on 25 miles of extension. Norwood & Butterfield Lumber Co., at Norfolk, contractors.

Yazoo Delta.—From Moorhead to Dublin, Miss., 44 miles; 14 miles completed; contracts let for 8 miles additional. C. H. Pond, of Moorhead, Miss., president.

Tennessee.

Tennessee Northern.—Section from Cumberland Gap through the LaFollette coal and iron tract; 13 miles nearly completed; proposed length, 100 miles. Boston and Tennessee capitalists interested. A. A. Glasier, Boston, Mass., president.

Tennessee Northern (this road incorporated under same title as the one above).—Branch of Louisville & Nashville, 14 miles in length, extending to the Cumberland river estates; all contracts let and work in progress. J. H. Lory, of Bear Springs, Tenn., general manager.

Georgia.

Georgia Pine Railroad.—From Bainbridge to Arlington, Ga.; 39 miles; 10 miles completed; 29 miles under construction. Savannah capitalists interested. Owned by the Georgia Pine Railroad Co., of Savannah, Ga.

Hawkinsville & Florida Southern.—Seventeen miles of extension graded. Atlanta parties interested. J. W. Pope, of Atlanta, Ga., president.

Georgia & Alabama.—Eight miles of extension, from Fitzgerald to Ocilla, Ga., completed.

Georgia Northern.—From Moultrie to Sparks, Ga.; 23 miles, completed. B. H. Henderson, at Moultrie, president.

South Georgia.—From Quitman to Heart Pine, 25 miles, completed. J. W. Oglesby, at Heart Pine, Ga., president.

Florida.

St. Mary's, Lake City & Gulf.—Fifteen miles completed; extension to Lake City under way. J. W. English, Jr., Atlanta, Ga., president.

Florida Western.—To complete system between Tallahassee and Apalachicola, Fla.; 22 miles, graded. R. L. Bennett, at Tallahassee, president.

Fort White Southern.—Twenty miles of extension under way. F. W. Pitts, at Fort White, Fla., president.

Atlantic, Suwanee River & Gulf.—Fifty-five miles completed; extension to Gulf of Mexico under way. Jacksonville parties interested. Arthur Meigs, at Jacksonville, Fla., general manager.

The mileage in the several States under construction or recently completed is as follows: Florida, 107; Arkansas, 479; South Carolina, 40; Texas, 261; West Virginia, 61; Louisiana, 84; North Carolina, 64; Virginia, 57; Alabama, 354; Mississippi, 226; Tennessee, 114; Georgia, 112.

The aggregate in the entire section is 1651 miles. Averaging the cost of this at \$15,000 per mile to finish ready for operation, a conservative estimate, we have a total of \$24,756,000. This sum is nearly one-quarter of the capital placed in cotton manufacturing in the South. It represents so much additional property for assessment and increases the fixed valuation of the territory it traverses to this extent, besides the benefit which follows in general development through railroad building.

The projects are strictly business. In some cases they are to develop valuable timber land, in others they will extend through rich agricultural territory, in others they will form shorter routes of communication between communities, others will develop extensive coal and other mineral deposits awaiting transportation facilities to be placed on the market. There are reasons, and good reasons, for the construction of all these railroads, and it will be noted that not only American money, but European capital forms a large proportion of the \$25,000,000 being spent. This is the case with the Kansas City, Pittsburg & Gulf, in which many millions of Holland capital is being invested. The Mobile, Jackson & Kansas City Railroad, it is generally understood, has attracted the interest of English investors, and likewise the division of the Mobile & Ohio referred to. Scotch capital, which has played an important part in the development of North Carolina, and which has built several railroads in that State, promises to be considerably invested in future railroad extensions.

While it is difficult to determine exactly to what extent European money has come into the South and its relation to railroad systems, enough has been learned to show its great extent and its important aid in Southern development and the necessity for encouraging those who have invested it by proper and reasonable legislation. It is hardly necessary to refer to the large amount of Northern capital which enters into these plans. It reaches far into the millions and indicates the extent to which Northern people would be led to place money in this portion of the country in railroad projects, as well as in manufacturing, business and financial undertakings, when the attitude of the Southern people, as expressed in legislatures and other representative bodies, encourages them to do so.

D. ALLEN WILLEY.

May Seriously Affect Investments.

The Manufacturers' Record has received a notice from Patrick McHugh, mayor of Pensacola, Fla., that the franchise of the Pensacola Electric Railroad has been forfeited. To this notice is added the statement: "A good opportunity for the right parties that mean business."

The Pensacola Electric Railroad is being built by a syndicate of Baltimore capitalists. The enterprise has been referred to from time to time in the Manufacturers' Record. At present the company has completed ten miles of the fourteen miles of line, and had commenced work upon a power-house at the time it is claimed that the franchise was forfeited. Mr. Wm. H. Bosley, of Baltimore, who has been one of the principal promoters of the road, and who is largely interested in the syndicate, makes the following statement:

"We have received a notice from the mayor that our franchise has been forfeited, but, according to the terms of our charter, we have at least six months more in which to complete the railroad, for the reason that we were prohibited from tearing up the streets to lay track during the summer by order of the board of health of the city. By provision in our charter we were to complete the road at a certain time unless interfered with by the action of the public authorities. The decision of the board of health prevented us from working for six months. Since we were placed in a position legally to build this line, there has been no cessation of work on the part of the company, and the road would have been pushed to completion ready for operation had we not received the notice relative to the franchise."

The building of this line represents the investment of a large amount of Baltimore and other outside capital. Judging from the provisions of the charter, it would seem as if the city authorities had acted somewhat hastily. It is to be regretted, as such action tends to prevent the investment of capital not only in Pensacola, but in other Southern communities. It is to be hoped that the city authorities will act justly in the matter, and take a position which will not tend to deter other investors from becoming interested in the advantages the city possesses.

Illinois Central Report.

The annual report of the Illinois Central Company, which has just been made public, will be read with interest by the thousands of its security-holders both in this country and Europe. The following figures are taken from the report:

The net earnings for traffic during the year were \$6,375,052, which, with receipts from other sources, swell the total to \$8,539,249. After deducting fixed

charges and rent, there is left \$150,000 set aside for future betterments, and, according to the report, \$2,625,000 in dividends. As compared with the preceding year, there is an increase in net receipts of \$665,514, and an increase in the sum available for fixed charges and dividends of \$319,056.

In an exhaustive review of the report the New York Financial Chronicle states that the Illinois Central is a "conspicuous instance of a company which has recently made great extensions to its mileage, adding at the same time to its capital and fixed charges, and yet has maintained its prosperity unimpaired." Readers of the Manufacturers' Record are familiar with the large bond issue, amounting to \$30,000,000, which it succeeded in floating during the year at a remarkably low rate of 3½ per cent. This perhaps indicates the financial standing of the company among investors on both sides of the water.

During the year extensive improvements at New Orleans have been completed, the Chesapeake, Ohio & Southwestern Railroad has been acquired, and a number of other progressive steps have been taken by the management leading to increase of its freight and passenger traffic. The indications are that the coming year will be one without parallel, so far as business is concerned, in the history of the company, as it will be in a position to export an enormous quantity of grain and other Northern and Western products by reason of its facilities at New Orleans.

Poor's Manual for 1897.

The advance sheets of Poor's Manual of Railroads for 1897 have been issued, as well as the Manual itself. It is hardly necessary to state that this volume is as complete as usual, and contains what is without doubt the most comprehensive statement of the physical and financial condition of the railroads in this country which has yet been issued. Special attention is given to the development of street railroads, while another feature consists of the exhaustive analyses of such systems as the Southern and Illinois Central and Erie, also the Philadelphia & Reading and the Baltimore & Ohio. This will be of great value to investors in the securities of the lines mentioned, also the thousands of others who are interested in them. From the advance sheets of the Manual the following interesting figures are taken: Number of miles operated in 1897 (the entire twelve months), 180,891, and increase of 1737½. Gross earnings of all the companies \$1,125,632,025, an increase of \$33,236,588; net earnings \$332,333,756, an increase of \$9,137,302. The gross increase in railroad mileage during the calendar year 1896, represented by the new construction within the twelve months, was 1996.72 miles. The net increase in mileage during 1896 was 1688 miles, bringing the total for the United States up to 182,600 miles January 1, 1897.

Southern's Annual Report.

The Southern Railway Co.'s preliminary report for the year ending June 30 contains the following figures: The gross earnings were \$19,079,500, a decrease of \$2747. The operating expenses and taxes amounted to \$13,233,156, a decrease of \$218,291, which left net earnings of \$5,846,344, an increase of \$215,544. After making other deductions, such as interest, rentals, etc., a surplus was left of \$443,802. During the year a dividend on preferred stock amounting to \$543,000 was declared.

Referring to the report of the Southern a New York exchange says: "The Southern Railway report for the fiscal

year just ended was a satisfaction to that part of Wall street which has been predicting much better things for the South. They are pointing out that the road has a surplus applicable to dividends of more than \$1,100,000, or over 2 per cent. on the preferred stock, and this gives grounds for the belief that Southern Railway's dividend policy will be continued. For some time there has been talk of a 1½ per cent. dividend on the preferred stock in the fall. The company's report shows that it is financially able to take such a step."

Galveston to Houston.

In a letter to the Manufacturers' Record, Mr. A. B. Blevins, general manager of the Galveston & Houston Electric Railway Co., of Houston, Texas, confirms the statement that contracts have been let for the construction of this line, which is to be about fifty-three miles in length, connecting the cities mentioned, and will be operated by trolley motors. Mr. Blevins states that Foster & Louis, of Chicago, are general contractors of the line, and have given the bond to begin work by October 15, and to complete the road by April 15 ready for operation. Ninety-pound rails will be used, and the rolling stock will consist of four motor cars, twelve passenger coaches and twenty freight cars. It is understood that this company has secured valuable terminals in the cities mentioned, and will construct a bridge across Galveston bay to enter that city.

Florida's Ship Canal.

The project of building a ship canal across the Florida peninsula has resulted in the incorporation of what is known as the Florida Trans-Peninsular Ship Canal Co., with \$75,000,000 capital, by Robert M. Caffall, Freeman H. Baldwin, H. Bolet Peraza, consul-general from Central America, all of New York, and Benjamin F. Cromwell and Francis P. Fleming. Mr. Fleming is a resident of Jacksonville, Fla. It is stated that surveys have been practically completed for the line, and that arrangements are being made to begin construction work at an early date. This canal, which has already been referred to in the Manufacturers' Record, is to be about 112 miles long, and is to terminate at the harbor of St. Augustine. Robert M. Caffall is engineer of the company.

An Electric-Line Deal.

Announcement is made that the Baltimore City Passenger Railway Co. has purchased \$300,000 worth of the bonds of the Baltimore, Middle River & Sparrow's Point Railroad. It is stated that the Baltimore, Middle River & Sparrow's Point Company will make a connection with the other line and a number of extensions in the suburbs which will aggregate about fifteen miles. It operates a trolley line to Middle river, an excursion resort. The company has recently elected the following directors: Daniel Crook, Jacob W. Hook, George R. Willis, August Wehr, Carroll T. Bond, Alexander Brown, Henry J. Bowdoin, Thomas A. Brown and J. W. Gilman. The officers of the company are Daniel Crook, president, and Carroll T. Bond, vice-president.

K. C., P. & G. Steamship Line.

The Kansas City, Pittsburg & Gulf Railroad Co.'s proposed steamship line, it is now understood, is to touch at Havana, Porto Rico, Costa Rica and Guatemala, thus covering a number of the principal West Indian and Central American ports. Two steamships of about 1000 tons each are to be put upon

the route, and sailings will be made monthly for the present, to be increased as the trade demands. It is understood that Mr. A. E. Stilwell, president of the Kansas City, Pittsburg & Gulf Railroad, is one of the principal promoters of the enterprise.

A Large Contract.

A dispatch from Cincinnati, Ohio, announces that President M. E. Ingalls has made a contract with the Pullman Palace Car Co. for 2000 freight cars. One-half of the order, it is stated, is to be used for the Chesapeake & Ohio and one-half for the Cleveland, Cincinnati, Chicago & St. Louis. The order will aggregate \$1,000,000, and is one of the largest for rolling stock ever given in this country.

Railroad Notes.

H. S. Lemmon has been appointed soliciting freight agent of the Memphis & Charleston Railroad at Sheffield, Ala.

C. A. Florence has been appointed general Eastern agent of the Illinois Central, with headquarters in New York city.

The Atlanta, Knoxville & Northern Railroad Co., it is reported, has decided to construct 100 freight cars in its own shops.

Hunter C. Leake has been appointed general agent of the Illinois Central at New Orleans, succeeding M. R. Spellman, who has resigned.

The Baltimore, Chesapeake & Atlantic Railroad Co. has appointed T. A. Joynes, purchasing agent; T. Murdock, passenger agent, and J. Sawyer Wilson, freight agent, all with offices at Baltimore.

The Missouri Pacific Railroad Co. has recently completed a locomotive specially intended for hauling mail trains. The locomotive is calculated to develop a speed of eighty miles an hour when required.

The Ocean Steamship Co. has remodeled the steamship City of Augusta, which is on the line between Savannah and New York. The improvements include new engines and repairs aggregating \$100,000.

The Lancaster & Chester Railroad Co. has elected LeRoy Spring president and general manager, and W. H. Hardin, vice-president. The company has recently purchased a new locomotive and twenty-five additional freight cars.

George C. Wallace, general manager of the Paducah Railroad Co., of Paducah, Ky., in a letter to the Manufacturers' Record confirms the report that the Paducah Electric Co., the Electric Company and the People's Railroad Co. have consolidated under the title of the People's Light, Power & Railroad Co.

The South Carolina & Georgia Railroad Co. is making arrangements to ship a large quantity of grain by the way of Charleston during the present season. Representatives of the company have been in the West making contracts for this purpose, and the elevators at Charleston have been put in condition for handling the traffic.

The Nashville, Chattanooga & St. Louis Railroad Co. has arranged an advertising car in the interest of the Tennessee Centennial, which will traverse the South, distributing advertising matter relative to the exposition. The car contains a map showing the exposition buildings, and a number of pamphlets and other literature devoted to the same purpose.

Milton A. Smith has sold the Anniston (Ala.) Hot Blast and Weekly Times to Dr. T. W. Ayers and Foster Stockton.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

THE MILLS AT AUGUSTA.

A Northern View of Operatives and Operations There.

In an article dealing with the cotton-manufacturing industry at Augusta, Ga., Henry Hall writes as follows in the Pittsburg Times:

"Just on the outskirts of the city the cotton mills are located. There are, as has been said, fourteen of these mills, representing a capital stock of about \$6,000,000. They contain nearly 7000 looms, and furnish employment to about 5000 operatives. The total amount of capital invested approximates \$8,000,000. The motive power is derived from a canal owned by the city, and which, while only nine miles long, ranks with the greatest canals of the United States. It is nearly 150 feet wide at the surface, and 106 at the bottom, and has a depth in some of the levels of twenty to thirty feet.

"Sluiceways are cut from the canal to the river, where the mills are located, and through them the turbid waters, after making instant with power 10,000 spindles, rush untired back to the stream they left above the city. The city furnishes power to the mills at \$5.50 per horse-power per annum. The advantage of this rate to the cotton industry of Augusta may readily be seen when it is told that Lowell, Lawrence and Holyoke, Mass., and Birmingham, Conn., pay \$20 per horse-power per annum; Paterson, N. J., \$37.50; Manayunk, Pa., \$56.25, and Rochester, N. Y., \$25. Lockport, N. Y., ranks next to Augusta in cheapness of water-power, and there the annual rate is \$16.50.

"The mills are quite extensive establishments, the largest employing from 700 to 800 operatives. White labor alone is employed, except for the rudest forms of work, such as trucking and handling the raw cotton in the bale. The Times correspondent visited the mill of the John P. King Manufacturing Co. It has 1212 looms and employs 750 hands. Since 1887 it has never been shut down, except for repairs. Its present capacity is 12,000 bales per year, and an addition that will contain 600 looms is being constructed. It turns out eighteen kinds of cotton fabrics.

"To describe the process would be out of place in an article which is intended to show the development and progress of the cotton-manufacturing industry. Mr. Joel Smith, the superintendent of this mill, was for twenty-one years a resident of Pittsburg, during which time he was superintendent of the old Eagle and Banner cotton mills. A native of the cotton-manufacturing sections of Massachusetts, and following that business all his life, Mr. Smith is fully competent to judge results in the South.

"Our operatives here," said Mr. Smith, "are all native-born Georgian. It but requires a glance at them to see that they are intelligent, active and energetic. They have rapidly come up to the standard of the trained New England labor, and are just as expert and adaptive as any that can be found there. There is nothing in the idea that the white labor of the South is 'do-less' and lacks energy and

application. When trained in industrial pursuits they are just as steady and energetic as can be found anywhere in the country. Nor is white labor in the cotton industry in the South paid lower wages than in the East. The rates are, perhaps, a little lower than in Massachusetts, but not much lower, and the general rates are about the same as throughout New England. In South Carolina, however, labor is about 33 per cent. cheaper than in Augusta, and that gives the manufacturers there a decided advantage over us.

"The operatives mainly reside in houses near the mills, and owned by the manufacturers. They appeared to be fairly comfortable houses. It was told that many of them have purchased homes of their own, paying for them on the installment plan. Rents and living are said to be reasonable, and the mildness of the climate makes clothing and fuel bills less than they are in the more inclement sections of the North and East."

Mills Along the Southern.

Mr. M. V. Richards, land and immigration commissioner of the Southern Railway Co., has been compiling statistics relative to the textile development along the line of the Southern and its branches, which will be read with interest. Mr. Richards has compared the number of mills and their equipment in 1890 with the number in operation in 1894, at the time when the Southern Railway was reorganized, also with the present period.

The statement issued relative to cotton manufacturing shows a remarkable increase along the line of the Southern system since 1894. Of the total number of spindles in the South in 1897, 3,451,631, it is calculated that 2,394,367, or 70 per cent., are in the territory traversed by the Southern and its branches. Of the number of looms, 66,561 out of the total of 90,168 are also located along the Southern.

The total number of cotton mills in Alabama, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Virginia in 1897 is 434, and, with knitting and hosiery mills, 506, while on the line of the Southern Railway there are 294 cotton mills.

Mr. Richards states that in making up these figures care was had to exclude all mills from consideration which are not in operation, or in which the machinery had not been placed ready for starting. Were the latter included, the capacity of the mills along the Southern would probably be 250,000 spindles greater.

For Mississippi Mills.

The Aberdeen (Miss.) Examiner points to the experience of South Carolina as an incentive to the construction of cotton mills in Mississippi, and says:

"In every Mississippi town of a thousand people with its rural surroundings, there is ample unemployed capital to build a cotton factory, and in every county there is an abundance of labor, unemployed country boys and girls, ready to take charge of spindles and looms, and craving an opportunity to make the fight for independence and the upbuilding of their State."

Textile Notes.

The Louise Cotton Mill, recently completed at Charlotte, N. C., has begun operations.

According to a dispatch from Petersburg, Va., Messrs. J. N. Stearns & Co. have determined to make an addition to their silk mills, and to improve the plant. The additions will considerably increase the capacity of this mill.

The spinning mill which it is proposed

to construct at Durham, N. C., will have 7500 spindles. Col. Julian S. Carr, of Durham, is reported as one of the promoters, and it is understood that the object of building the plant is to supply the knitting mills in the vicinity with yarn.

The dividends declared by the various Fall River manufacturing concerns for the quarter just ended aggregate \$110,450, on a total capital of \$22,133,000, being an average of 00.49 per cent. on the amount involved. Twenty-five out of a total of thirty-eight concerns passed their dividends entirely.

The Warren Manufacturing Co., of Warren, N. C., has elected Eugene Verdery, of Augusta, Ga., president. It is stated that a number of the stockholders in this company have largely increased their subscriptions, and that the work of building will be pushed to completion as rapidly as possible.

A commission has been granted to Alexander McRae, J. S. Mallonee and T. J. Rohers, of Marlboro county, South Carolina, to construct a cotton mill. The company is to be called the Red Bluff Mills Co., and is to have a capital of \$50,000. A. J. Smith and A. J. Pinchback, of North Carolina, are also stated to be interested in the matter.

A dispatch from Raleigh, N. C., announces that the question of making silk in that city is attracting considerable attention. Since the location of the proposed mill at Greensboro, N. C., a number of Northern capitalists have visited the vicinity of Raleigh with a view of locating a site for another plant of this character.

The Houston Post has made a careful survey of the cotton-fields, and estimates that the minimum crop will be 2,500,000 bales in Texas, though 500,000 more bales may be expected if present favorable weather conditions continue. Upon a basis of 3,000,000 bales, it is estimated that the State will furnish for the world's cotton mills 1,600,000,000 pounds, bringing \$11,500,000 into the State.

To Export Spathite Iron.

The Spathite Iron Co., of Nashville, Tenn., has elected Thomas Sharp, president; Wm. M. Duncan, vice-president, and J. P. Helms, secretary and treasurer. This company has secured the Vanderbilt furnace at Birmingham, Ala., and it is stated will take steps to put it in condition for operation, so that the plant will be ready to go in blast before December 1. It will be operated exclusively for spathite iron. It is understood that the company intends exporting its products largely, and intends competing with Scotch pig iron in transatlantic ports. It is stated that this quality excels the Scotch metal for foundry use, especially where strength, combined with softness and non-shrinkable properties, are required.

The Board of Trade of Orlando, Fla., will advertise the town and its neighborhood by a series of miniature illustrated pamphlets.

At a meeting of stockholders of the La Grange Oil Mill Co., of La Grange, Texas, R. T. Bradshaw resigned his position as manager for the company, and John B. Holloway, cashier of the First National Bank, was elected to fill the vacancy.

The Galveston News, in its annual review, says the exports of cottonseed products from the port of Galveston, Texas, for the year ending August 31, 1897, were the following: Cottonseed meal and cake 303,453,850 pounds, valued at \$2,786,735, and cottonseed oil amounting to 3,763,074 gallons, valued at \$895,420.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., September 7.

Cotton oil has advanced since our last, and the market rules strong at this writing. The amount of business transacted during the week has been comparatively small, but sales effected were for the most part on the basis of prices as appended herewith. Summer yellow has been sold in quantities at 28 to 28½, and off grade at 26 to 27 cents. The comparatively light stocks, which are in the main held by the leading company, place the article in a very strong position, and there is reason to believe that we have not seen the end of the upward movement by any means. The tallow market shows surprising strength, prices having been marked up to four cents during the week. The advance in this article is primarily due to the effective concentration of the light stocks available, while the improved demand from soapmakers, especially in the West, has also contributed to the advance. December lard, Chicago, is quoted at 4.87½ cents, thus showing a slight decline. The outlook for materially higher prices for lard is, however, of the most encouraging nature, animal products generally, sustained by the present level of values of cereals, being strong, with an upward tendency. High ocean freight rates have a tendency to keep the export demand in check, 4s. per barrel being the rate to Marseilles and 3s. to Liverpool. Concerning the future of the cotton-oil industry, the prospect is of a decidedly hopeful character, as it is difficult to understand that the article will take any other course than one in sympathy with the allied products referred to. Notwithstanding that the cotton crop generally will be several weeks late, according to the voluminous correspondence reaching this market from all parts of the cotton belt, seed-crushing has actually commenced in South Texas. Reports from that district indicate that several of the mills have secured sufficient supplies to commence and continue operations, the drawback to the information being that in the scramble for seed thus early in the season the price of the latter was advanced to \$10.50 per ton. At this writing, however, we learn it has been reduced to \$9. Herein lies the chief difficulty which the crushers are called upon to surmount with regard to the prices paid for seed, and concerning which much of the success of what otherwise bids fair to be a most promising season depends. English refined oil for export to Liverpool is strong at 16s. 6d. We quote herewith: Crude, nominal; crude f. o. b. mills, nominal; summer yellow, prime, 28 to 28½ cents; summer off grade, 26 to 27 cents; yellow, butter grades, 30 to 32 cents; white, prime, 29 to 30 cents, and winter yellow, 33 cents. Monday being a holiday, had the effect of still further decreasing the amount of business transacted, but this, it is believed, will be more than compensated for before the expiration of the present week. Receipts aggregate 4950 barrels, while total exports amount to 6250 barrels, nearly half of which was consigned to Marseilles.

Cake and Meal.—There is little to be said about these products, as there are none on offer, and very little business can be done until the new crop material is working. Feeding stuffs abroad are high. Linseed cake, which but a short time ago was offered at \$15.50, is now strong at \$22 for export.

Cottonseed-Oil Notes.

The cottonseed-oil mill at Terrell, Texas, has been running a few days, and will next week raise steam for the season's run.

The Caldwell cottonseed-oil mill, at Caldwell, Texas, started up for the season on the 30th ult., and will run on full time as long as seed lasts. There is great competition between the local mills and the Brenham and Houston mills on cottonseed, which advanced to \$10.50 per ton on the 28th ult. and declined on the 31st ult. to \$9.

The market for cottonseed products at Galveston, Texas, has been quiet lately, but very strong for oil, cake and meal, with prices today \$1 higher on meal than they were a month ago. The average price for meal at Galveston on the 1st inst. was from \$20 to \$20.50 per long ton delivered, against \$17.50 per ton last year. Prime crude oil at the mill unbarrelled was worth eighteen cents. The export demand is active.

The Houston Post quotes the market for cottonseed products in that city last week as follows: Prime crude oil, loose, 17½ to 18 cents; refined butter oil, loose, 20 to 20½ cents; prime summer yellow oil, 20 cents; prime cottonseed cake, \$14 to \$15.50; prime cottonseed meal, \$14 to \$14.50, all f. o. b. at interior points, according to location. For local delivery Houston mills quote meal and cake at \$17.50 to \$18 per ton; market steady, with a good demand for meal and cake.

The movement in cottonseed products for the year ending August 31, 1897, at New Orleans, as given by the Times-Democrat in its annual review, is as follows: Crush, about 85,000 tons, producing about 3,230,000 gallons crude oil, say 64,700 barrels; cake or meal, 32,000 tons; lint, 3400 bales; hulls, 28,000 tons. Oil opened last season at 15 cents and went up gradually to 17 and 18 cents, and closed the season at about 16 to 16½ cents. The receipts by river and rail were 184,719 barrels of oil, 96,888 sacks of cake, 348,265 bags of meal, 5386 barrels of soap stock and 1,249,924 sacks of cottonseed. The foreign exports were 155,354 barrels of oil, 583,215 sacks of cake, 925,446 bags of meal, 4877 barrels of soap stock. The coastwise exports were 33,131 barrels of oil, 12,300 sacks of cake, 13,400 bags of meal and 300 barrels of soap stock.

Iron Markets.

Cincinnati, Ohio, September 4.

The market during the week has been in an active condition, especially for Southern irons, and the transactions in general have been on a larger scale, and at the close of the week at advanced prices.

Southern irons have advanced from the bottom fully fifty cents per ton, and all well-informed appreciate the fact that the advanced figures are still conservatively low.

The Northern makers are stiffening up their schedules in sympathy with the Southern, and because of the increased demand from all directions.

The demand for charcoal irons the past week has been larger than for several months, and prices are firmer, though as yet not appreciably higher.

The coal miners' strike is on the wane, and supplies of coke will doubtless be adequate for all demands, though possibly at slightly higher values.

The improved activity in the car works and agricultural-implement factories necessarily stimulates the rolling mills, steel works and malleable foundries, from whom they must in turn draw liberally for materials, and imparts a tone

to the general metal market very agreeable and cheering.

The market closes strong, with tendency toward higher values in all classes of pig iron.

We quote for cash f. o. b. cars Cincinnati:

Southern coke No. 1 foundry.	\$9 75@10 00
Southern coke No. 2 foundry.	9 25@ 9 50
Southern coke No. 3 foundry.	9 00@ 9 25
Southern coke, gray forge.	8 75@ 9 00
Southern coke, mottled.	8 50@ 8 75
Southern coke No. 1 soft.	9 50@ 9 75
Southern coke No. 2 soft.	9 25@ 9 50
Belfont coke No. 1, Lake Sup.	11 00@ 11 50
Belfont coke No. 2, Lake Sup.	10 50@ 10 75
Hanging Rock charcoal No. 1.	14 50@ 15 50
Tennessee charcoal No. 1.	12 50@ 13 00
Jackson Co. silvery No. 1.	12 50@ 13 00
Standard Georgia car-wheel.	14 25@ 15 00
Tennessee car-wheel.	13 00@ 14 00

New York, N. Y., September 4.

The past week has seen greater activity in Eastern pig-iron markets than has been experienced before for many months. One cause that has somewhat hastened action by tardy buyers is a sudden appearance of speculative interest. Many people who have cleared handsome profits in stocks and wheat, and have looked around to see what other staple was due for a rise, seem to have decided that pig iron was the laggard, and a sharp demand for warrants has sprung up, resulting in sales aggregating at least 15,000 tons.

There are two factors in the situation which must be reckoned with, and which buyers who are skeptical about will do well to consider. First is the enhancement of cost of transportation that will inevitably come with improved business. This begins at the Lake Superior ports on ore and extends through the different kinds of raw material used by furnaces to the finished product carried by the railroads. It is already noticeably felt in lake freights, canal freights, which have sharply advanced, and occasionally in railroad freights.

The other factor is, delays in filling of orders for Southern iron, growing out of scarcity of cars. This is already felt before cotton has commenced to move. After the cotton movement begins it is certain to be pronounced.

Another cause of probable disappointment is a genuine scarcity in the South of the standard foundry grades, namely, No. 1 foundry, No. 2 foundry, No. 1 soft and No. 2 soft. It is doubtful if an order for 1000 tons of any one of these grades could be promptly filled by any furnace in Alabama.

Prices have stiffened up under the combined demands referred to, an advance of twenty-five cents per ton having been put in effect by leading Southern interests and heavy sales made at the advance. This leaves the market about fifty cents better than at the lowest point touched in midsummer. The week closes with active inquiry and tendency to greater firmness.

We quote for cash f. o. b. docks or cars New York:

No. 1 X standard Alabama.	@ \$11 00
No. 2 X standard Alabama.	@ 10 25
No. 1 X lake ore coke iron.	@ 12 50
No. 2 X lake ore coke iron.	@ 12 00
Niagara coke malleable.	@ 12 00
Standard Georgia charcoal.	@ 15 50

Philadelphia, Pa., September 4.

The pig-iron market has been quite active this week, and some of the leading furnaces have advanced prices. The demand is good for both mill and foundry grades.

A trip through Alabama and Georgia this week develops the fact that there is a scarcity of labor in the coking and coal districts. Travel is heavy, and it now looks like old times when conditions were normal.

We quote for cash f. o. b. Philadelphia:

No. 1 X standard Alabama.	@ \$10 75
No. 2 X standard Alabama.	@ 10 50
No. 1 X lake ore coke iron.	@ 12 00
No. 2 X lake ore coke iron.	@ 12 00
Niagara coke malleable.	@ 12 00
Standard Georgia C. C.	@ 15 50

ROGERS, BROWN & CO.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., September 9.

The week under review has developed very little change for the better in the local lumber market. In some channels, however, there is a slight improvement, but on the whole the volume of business shows very little expansion. Receipts of yellow pine continue liberal, and stocks are more than ample for the moderate demand existing. Builders, yardmen, planing mills and boxmakers are all buying in small quantities, merely sufficient to meet present wants. North Carolina pine is selling better, especially to European markets. White pine is in better request and values firmer, with a good demand through the usual channels. The box factories report a better trade, on account of the demand and activity in canned goods. Among hardwood men there is a better feeling, and some local firms report quite an improvement in trade. There has been a good demand from out-of-town buyers, and also some business in a local way. The export trade is still quiet, but indications point to considerable business in shipments of yellow pine. Several large lots of North Carolina pine are reported sold during the week to English buyers.

The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE	
5-4x10 No. 2, kiln dried.	\$12 50@ 13 50
5-4x12 No. 2, kiln dried.	14 00@ 15 00
4-4x10 No. 1, kiln dried.	15 00@ 15 50
4-4x12 No. 1, kiln dried.	15 50@ 16 50
4-4 narrow edge, No. 1, kiln dried.	13 00@ 14 00
4-4 wide edge, No. 1, kiln dried.	17 50@ 18 50
6-4x10 & 12, No. 1, kiln dried.	23 00@ 24 00
4-4 No. 1 edge floor, air dried.	13 50@ 14 50
4-4 No. 2 edge floor, air dried.	10 50@ 11 50
4-4 No. 1 12-in. stock, air dried.	15 50@ 16 50
4-4 No. 2 12-in. stock.	12 50@ 13 50
4-4 edge box or rough wide.	8 00@ 8 50
4-4 edge box do. (ord. widths).	7 00@ 7 50
4-4 12-in. rough.	9 00@ 9 50
3/4 narrow edge.	5 50@ 6 50
3/4 wide.	6 50@ 7 50
4x9 1/2 and 10 1/2-in.	8 50@ 9 00
Small joists, 2 1/2-12, 14 and 16 long.	7 50@ 8 50
Large joists, 3-16 long and up.	8 00@ 9 00
Scantling, 2x3, 2x4 and 3x4.	7 00@ 8 00

WHITE PINE.	
1st and 2d clear, 4-4, 5-4, 6-4 and 8-4.	\$47 00@ 48 00
3d clear, 4-4, 5-4, 6-4 and 8-4.	42 00@ 43 00
Good edge culls.	14 50@ 15 50
Good stock.	16 50@ 17 50

CYPRESS.	
4-4x6, No. 1.	\$19 50@ 20 50
4-4x6, No. 2.	13 50@ 14 50
4-4x6, 16 feet, fencing.	10 00@ 11 00
4-4x6, rough.	8 50@ 9 00
4-4 rough edge.	8 00@ 8 50
4-4 edge, No. 1.	16 00@ 17 00
4-4 edge, No. 2.	12 00@ 13 00
Gulf, 4-4, Nos. 1 and 2.	25 00@ 26 50
Gulf, 6-4, Nos. 1 and 2.	28 00@ 30 00

HARDWOODS—WALNUT.	
5-8, Nos. 1 and 2.	\$35 00@ 75 00
4-4, Nos. 1 and 2.	80 00@ 90 00
5-4, 6-4 and 8-4.	85 00@ 95 00
Newell stuff, clear of heart.	85 00@ 100 00
Culls.	20 00@ 30 00

OAK.	
Cabinet, white and red, Southern, plain-sawn and good.	
1 and 2, 8 inches and up, 12 to 16 feet long, 4-4.	\$30 00@ 34 00
Quartered white, Western, 1 and 2 quality, all figured, 6 inches and up wide, 4-4.	53 00@ 55 00
Culls.	10 00@ 15 00

POPLAR.	
Nos. 1 and 2, 5-8.	\$24 50@ 25 50
Nos. 1 and 2, 4-4.	28 00@ 30 00
Nos. 1 and 2, 6 and 8-4.	32 50@ 33 50
Culls.	11 50@ 12 50

SHINGLES.	
Cypr., No. 1 b'rs, sawed, 6x20.	\$6 25@ 7 00
No. 1 saps, sawed, 6x20.	4 75@ 5 00
No. 1 hearts, shaved, 6x20.	6 00@ 7 00
No. 1 saps, shaved, 6x20.	4 75@

LATHS.	
White pine.	\$1 85@ 2 00
Spruce.	2 00@ 2 10
Cypress.	1 50@ 1 60

Savannah.

[From our own Correspondent.]

Savannah, Ga., September 6.

While the lumber market here is moderately active, there is a strong undertone ruling, and values for all wood products are decidedly firmer. The fiscal year has just ended, and while the open-

ing month of September was quite active, the expectations of shippers and manufacturers were not fully realized during the year, although, with strongly organized bodies of lumbermen, prices were fairly well maintained. The Savannah News, in its annual review, says: "The lumbermen calculated strongly upon a revival of trade after the settlement of political affairs, but it was slow to develop. There was a fair demand for lumber, but the prices continued so low that in a number of instances Savannah dealers could not compete successfully with Western mills, consequently a large quantity of lumber was diverted through neighboring ports." The demand during the year was for yellow pine, with an active movement in the cross-tie industry, which reached 13,838,992 superficial feet, distributed as follows: Baltimore 21,450, Philadelphia 3,466,669, New York 8,807,432, Perth Amboy, N. J., 1,106,103, and Chester 248,338 feet. In the coastwise exports of lumber the month of May last was quite active, shipments amounting to 14,884,408 feet being recorded, while the foreign shipments for the same month amounted to over 10,000,000 feet. The total shipments of lumber for the year were 120,576,687 feet to coastwise ports and 6,101,598 feet to foreign ports. The distribution was as follows: New York 40,779,946 feet, Baltimore 30,527,431 feet, Philadelphia 27,239,588 feet, Boston 10,152,410 feet, and all other domestic ports 11,877,312 feet. The situation at the moment is encouraging, and reports from all milling sections indicate greater activity. Orders are now coming in quite freely, and at this and nearby Georgia ports there is a healthy fall and winter trade predicted.

Mobile.

[From our own Correspondent.]

Mobile, Ala., September 6.

The commercial year has closed, and the situation in lumber and timber is deemed most satisfactory to those engaged in the trade. The result of the year's operations as presented by the Register shows a remarkable increase in the general business of the port, and in timber and lumber the volume of business has showed decided expansion in nearly every department. There has been several factors present during the year which have restricted trade to some extent, notably the war in Cuba, heavy stocks abroad and political disturbances in South America. Amid all the obstacles, however, the business in wood products is larger than for several years past, and indications point to a very active fall and winter trade. During the year the total shipments of lumber and timber may be summed up in superficial feet as follows: Lumber, coastwise, 2,400,276, foreign 68,822,208, or a total of 71,222,574; to railroads 16,025,000, to Ship Island 3,700,000, local and rivers 20,000,000; timber, direct, hewn, 12,798,336; sawn, 84,842,580; towed to Ship Island, hewn 250,000 and sawn 900,000, making a grand total of 209,738,490, against 162,403,106 last year, being an increase of 47,335,384, or nearly 30 per cent. The shipments of staves to European ports have been quite an extensive business, the amount sent forward during the year being about 400,000. In hardwoods business has not been as active as could be desired, the total shipments of all woods being 290,127 cubic feet. The market at the close of the week is active and firm for sawn timber at 11 cents per cubic foot, 40-foot basis. Cypress is in fair demand at 5 to 8 cents per cubic foot, according to average. The demand for hewn timber is light and the market steady at 12 cents per cubic foot. There

is a moderate demand for hewn oak at 18 cents for first-class. Hewn poplar is in limited demand at 12 cents per cubic foot for large average girth.

New Orleans.

[From our own Correspondent.]

New Orleans, La., September 6.

The conditions of business at this port, like all the Southern ports, are characterized by a feeling of hope and confidence in the future, and the movement in almost every branch of commerce and industry is toward successful results. Advanced prices for cereals has created an active demand for goods, and in the lumber and timber business the change from an era of depression to one of higher prices, with an active inquiry, is most strongly marked. The various lumber associations have all issued advanced price-lists, and nearly all the mills on the several lines of railroad entering this city have more orders than they can fill at the moment. The commercial year having closed, lumbermen and exporters are now figuring on trade for the new year. In many respects both the lumber and timber business has been very satisfactory during the last year, and in receipts and shipments a large increase in many cases is reported. Both cypress and yellow-pine dealers have had a fairly active trade, and with the turn in the tide of business it is expected that both will reap a good harvest during the fall and winter trade. Of the export trade it is yet too early to make any prediction, but every timber and lumber shipper expects an early movement in the export business. C. E. Dirmeyer, secretary of the Mechanics, Dealers and Lumbermen's Exchange, gives the receipts of wood products at this port for the year as follows: Lumber by basins, 60,417,600 feet; river, 752,528 feet; railroads, 26,900,500 feet; manufactured in the city, 78,000,000 feet; total, 166,070,628 feet, against 148,000,000 feet a year ago; shingles, 48,153,000; laths, 23,713,000; cypress staves, 2,015,920, and oak staves, 4,095,211. The values of exports of wood products, as reported by the collector of customs, are given as follows: Logs and other timber, \$217,995; boards, deals and planks and other lumber, \$995,483; shingles, \$615; staves and headings, \$2,185,259; doors, sash and blinds, \$1777; moldings and house furnishings, \$1274, and all other manufactures of wood, \$49,024.

Beaumont.

[From our own Correspondent.]

Beaumont, Texas, September 4.

The lumber trade of the coast mills has shown no appreciable change in its conditions during the past week. The order files of all the mills are well supplied, and manufacturers are expecting a steady volume of business from now on, as the mills along the coast country are again receiving free orders from points north. The demand for railroad material is rather light, but general yard stock and finish is moving out in good volume.

Lumbermen generally are expecting an advance in prices within a very short time. A few schedules have been confirmed at an advance, and several bills are being held open for a few days until the mills can learn the result of the lumbermen's meeting, which is to be held today at Texarkana. Representatives from Texas, Louisiana and Arkansas mills will be present, and it is expected that an advance of at least \$1 will follow this meeting. Shinglemen report no change in the outlook of business in their line. Prices are firm, and there is a good supply of orders, but they are not out hunting for new business, and seem rather to be holding back for expected advances.

A shortage of cars is reducing somewhat the shipment of lumber from this

point, as the mills have plenty of orders which they would rush out if sufficient cars could be placed at their yards to take the material.

The records of the Southern Pacific Railroad show that during the month of August 1190 cars of lumber were hauled out of the mill yards at this place. The rail business so far this year has shown an increase of 1166 cars for the eight months just past, as compared with the same period last year. The lumbermen's meeting, held in Houston on the 3d, had a good representation from the mills in this section. The question of establishing intermediate grades of lumber was agitated, and a committee, consisting of S. F. Carter, of Houston, and R. H. Downman, of Waco, was appointed to attend the lumbermen's meeting at Texarkana today and advance the idea there.

A fire at Long Leaf, La., on the night of August 29, destroyed the store and office buildings of the Crowell & Spencer Lumber Co.

Lumber Notes.

The West Virginia Lumber Co., near Rowlesburg, W. Va., has started a large saw mill, with a force of about 100 hands.

The Hartzell Handle Factory, one of the largest woodworking establishments in West Virginia, resumed in full recently, employing 300 men working night and day.

The large shingle mill of Stewart & Butt, located at One-Mile creek, near Mobile, Ala., was destroyed by fire on the 31st ult. The loss is estimated at about \$20,000, with \$14,500 insurance.

The saw-mill plant of William Oldacre, of Decatur, Ala., which was recently refitted with new machinery, was totally destroyed by fire on the 4th inst. The loss will reach \$10,000, with no insurance.

The wood products exported from Galveston for the year ending August 31, 1897, were as follows: Lumber, 39,005,000 feet; logs, valued at \$79,444; staves, \$343,697, and timber, 5,492,000 feet, valued at \$58,101.

The Clarion Lumber Co., of Grafton, W. Va., has a corps of surveyors at Ironton, five miles east of that place, surveying a route for a new railroad, which will run to Black Hills and open up a valuable coal and timber region.

Mr. J. A. McGregor, proprietor of the Florence Tight Barrel Stave Factory, at Florence, Ala., recently destroyed by fire, has decided to rebuild. The buildings will be completed and the machinery placed in motion within the next three weeks.

The plant of the Vine Hill Lumber Co. at Vine Hill, Augusta county, Alabama, was destroyed by fire on the 2d inst. All the adjoining buildings and a large lot of lumber were burned. The loss is estimated at \$25,000, with the insurance unknown.

A fire broke out on the 3d inst. in the lumber-yard of the A. Wiebert's Son's Lumber & Shingle Co. in Dykeville, a suburb of Plaquemine, La., and destroyed over 1,000,000 laths. The loss was total, amounting to \$1500, with no insurance.

The large mill and lumber plant of the Arkansas Manufacturing Co., at Little Rock, Ark., was destroyed by fire on the 30th ult.; loss about \$25,000, with \$19,000 insurance. William Farrell was president of the company and principal owner of the plant.

M. B. Wilkinson, the well-known hardwood dealer of Asheville, N. C., who recently purchased the Cheesborough tract of 4000 acres upon the north fork, will

begin next week the erection at Swananoa of a dry-kiln and planing mill with a capacity of 15,000 feet.

The extensive mill plant of the W. B. Wright Co. at Pensacola was destroyed by fire on the 29th ult. The large building, outlying houses and all the tramways were totally destroyed; the loss estimated at \$30,000; insured for \$15,000. The company will commence rebuilding at once, to be ready for the winter business.

The shipments of wood products from the port of Jacksonville, Fla., for August, as reported by the collector of customs, were as follows: Yellow pine, 6,528,100 feet; cypress lumber, 1,175,000 feet; shingles, 2,320,000, and crossties, 31,596, all to coastwise ports. The foreign shipments were 358,409 feet of yellow-pine lumber.

There is to be a marked advance in the price of white-pine lumber as a result of the advance in agricultural products. The list committee of the Mississippi Valley Lumbermen's Association met at Minneapolis, Minn., on the 1st inst. to agree on an advance to take effect next week. It is said that a second advance will be made a month later.

At a monthly meeting of the Mechanics, Dealers and Lumbermen's Exchange of New Orleans, held in that city last week, the nomination of Messrs. M. J. McAdam and M. Rodrigues as official inspectors was confirmed. The position of lumber inspector has only been recently created, and the incumbent's duties will be to look after the classification of lumber and timber exports and receipts.

The record of shipments of wood products from the port of Brunswick, Ga., for the month of August are better than expected by shippers generally, both in domestic and foreign business. To domestic ports the shipments of lumber amounted to 6,636,000 feet, crossties 79,525 and shingles 1,191,000. The foreign exports of lumber amounted to 1,544,000 feet, timber 172,000 feet and shingles 402,000.

There was an important meeting of the lumber manufacturers of Texas and Louisiana held at Houston on the 3d inst., looking to the establishment of another grade of lumber. The result of the meeting was the selection of a committee to confer with Arkansas lumbermen on the 4th inst. The yellow-pine list was advanced \$1 per thousand, and it is said that Arkansas lumbermen will take similar action.

A syndicate, of which Cornelius Vanderbilt, Dr. W. Steward Webb and J. McKay Twombly are principals, has purchased from Hon. John T. McGraw the greater part of what is known as the Cheat River Wilderness, in West Virginia. The tract consists of about 300,000 acres, and the sum paid is said to be \$520,000. The territory covered by this purchase is immensely rich in coal, marble and iron, but the timber which covers it offers a most valuable field to the purchasers. Poplar, white pine, spruce and hardwoods are found in perfect forests.

Messrs. Charles C. Homer and Thos. J. Shryock, trustees for Mr. George C. Tyler, who made an assignment on February 12 last, recorded a deed in the court at Baltimore last week by which they transferred to the Canton Box Co., of that city, all the assets, amounting to \$60,000, that were in their hands as trustees. The business will now be carried on under the name of the Canton Box Co., and the plan has met the approval of nearly all the creditors. The new company is located on Boston street, where Mr. Tyler had his large and valuable plant.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., September 9.

In the local phosphate market there has been but a light volume of business during the week, and transactions reported are hardly worthy of comment. Business in charters has been very light, both here and in New York. At Florida ports there is an active movement among shippers, and for the present month a number of cargoes are booked from Fernandina, Tampa and Punta Gorda. During August the shipments of phosphate rock from Florida ports amounted to 37,079 tons, of which 11,847 were out of Fernandina, 10,772 tons from Punta Gorda and 14,460 tons from Tampa. The shipments of Florida rock from Savannah for the year ending August 31, 1897, amounted to 99,078 tons. The movement in South Carolina is fairly active, and river miners are generally busy, but the demand from both domestic and foreign sources is light. In the Tennessee phosphate belt there is more activity, and it is said that shipments from the Mt. Pleasant field will be larger than usual for September. The local market reports no charters during the past week. The New York freight market closed quiet, and the only phosphate charter reported during the week was the British steamer Centurion, 1233 tons, from Tampa to Stettin with phosphate rock at or about 19/9, September.

Fertilizer Ingredients.

The tone of the market is active and strong, with prices showing an advancing tendency. Dried blood, tankage and sulphate of ammonia are in good demand, and values higher. There is a moderate business in bone meal and fish scrap, which are firmer. Nitrate of soda is steady, with the demand mostly for round lots. Stocks of nitrate afloat and ashore on September 1 aggregated 112,000 bags, and the visible supply to December 15 is 262,000 bags, compared with 285,000 bags the same time last year.

The following table represents the prices current at this date:

Sulphate of ammonia (gas).....	\$2 17 1/2 @	1 75
Nitrate of soda.....	1 70 @	1 75
Blood.....	2 25 @	—
Hoof meal.....	1 75 @	—
Azotine (beef).....	1 75 @	—
Azotine (pork).....	1 75 @	—
Tankage (concentrated).....	1 80 @	1 85
Tankage (9 and 20).....	1 85 @	1 90 and 10
Tankage (7 and 30).....	1 70 @	1 80
Fish (dry).....	19 00 @	—
Fish (acid).....	12 00 @	—

Phosphate and Fertilizer Notes.

The schooner Warwick cleared from Charleston, S. C., for Cartaret, N. J., with 850 tons of phosphate rock.

The shipments of phosphate rock from Port Tampa during the month of August amounted to 14,460 tons, of which 4493 tons were domestic and 9967 were foreign. Four cargoes were shipped by the Palmetto Phosphate Co., two of 5288 tons by the Land Pebble Phosphate Co., one of 846 tons by the Florida Engineering Co. and one of 3373 tons by J. Buttgenbach & Co.

It is stated that Major C. O. Godfrey, of Fort Payne, Ala., has secured a settlement of the litigation over the old kaolin mine at Eureka, Ala., and, backed by New York capitalists, will develop the kaolin deposits therein on an extensive scale. A large force of men is now at work cleaning up the mine, and will sink a shaft forty-eight feet deep to reach a bed of kaolin of excellent quality.

The British steamship Glanton, from Shields, arrived at Savannah last week, consigned to Strachan & Co. She is chartered to take a full cargo of Florida phosphate rock to Europe. The steam-

ship Laleham, at Fernandina loading phosphate rock for Hamburg, will finish her cargo at Savannah. The steamship Prince Victor arrived at Tybee on Thursday last, and after going into quarantine will load at Savannah with phosphate rock for Europe.

The amount of phosphate rock shipped from Savannah during the fiscal year ending August 31, 1897, was 99,078 tons, against 67,569 tons for the year 1895-96. In fertilizers the manufacturers of Savannah had a very prosperous season, and have increased their shipments for the year. The following are the shipments of fertilizers during the year: Central of Georgia Railway Co., 52,623 tons; Georgia & Alabama Railway, 17,532 tons; Plant system, 20,041 tons; Florida Central & Peninsular Railway, 3723 tons; Savannah River Boat Line, 3000 tons, making a total of 96,919 tons, against 70,000 tons for the season of 1895-96.

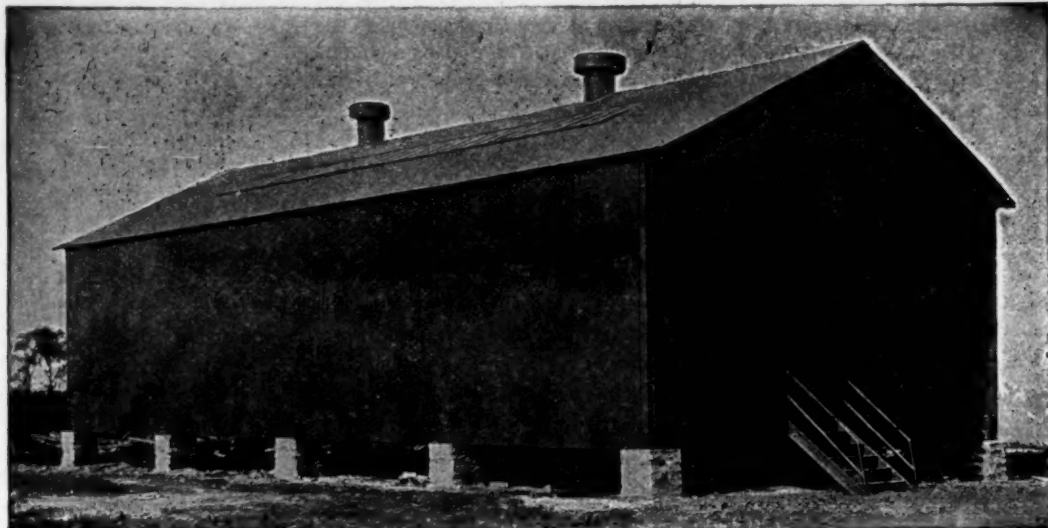
The Charlotte Harbor Lighterage & Stevedore Co. reports the shipments of phosphate rock from the port of Punta Gorda, Fla., for the month of August as follows: Schooner Nellie W. Howlett for Richmond, Va., with 821 tons; schooner Haroldine for Norfolk, Va., with 1760 tons; steamship Maria for Bristol, England, with 2800 tons; steamship Vivina for Birkenhead, England, with 3976 tons, and bark Pactolas for Baltimore, Md., with 1415 tons, making a total of 10,772 tons, of which 6776 tons were foreign and 3996 tons domestic; previously reported, 74,542 tons, or a grand total for eight months of 85,314 tons shipped by the Peace River Phosphate Mining Co.

The month of September has opened with considerable activity among the phosphate shippers at Fernandina, Fla., and the estimated shipments for the present month will likely exceed 20,000 tons. E. D. Luckenbill reports the following shipments of phosphate rock from Fernandina for the month of August: Steamship Buckminster for Copenhagen and Aarhus with 2580 tons, by the Durnellon Phosphate Co.; steamship Port Pirie for Hamburg with 1849 tons, by C. E. Abson; steamship Romulus for Altona and Hamburg with 2493 tons, by I. A. Packard, and steamships Drot with 2725 tons and Ranmoor with 2200, both for Stettin, by A. Newman. The charters for September reported are the following steamers: Laleham and Rochampton, by A. Newman; Cheniston, Ludwig and steamer not named, by H. A. Ford; steamship Dora and steamer not named, by J. H. Packard; Nordkyn, by C. E. Abson, and Shakespeare, by Durnellon Phosphate Co. The steamer Cheniston arrived in port on the 1st to load for H. A. Ford, and steamer Laleham on the 31st ult. to load for A. Newman.

A meeting of the board of directors of the Tunis Lumber Co. was held last week in Baltimore, at which it was decided to rebuild the wharves at the foot of Chesapeake street recently destroyed by fire. The board also decided to ask for estimates to rebuild the mill, and, if found too expensive, the company will probably use a property it owns on Philpot street, enlarging and equipping it with the necessary machinery. Mr. Jacob Tome, the president of the company, presided at the meeting, and Mr. S. C. Rowland acted as secretary. Mr. Theophilus Tunis is vice-president of the company; Mr. W. W. Tunis, general manager, and Mr. H. Clay Tunis, assistant general manager. The company is one of the largest lumber firms in Baltimore.

MECHANICAL.**Fire-Proof Pattern Storage.**

Any manufacturer who has suffered the loss of patterns through fire will



FIRE-PROOF PATTERN STORAGE BUILDING.

readily appreciate that the loss is not simply the expense of duplicating the patterns, but if it occurs during the busy season, the loss of business from inability to supplying goods on account of the destruction of the patterns can hardly be estimated, to say nothing of the annoyance and trouble attending it.

Ordinarily, patterns are stored by foundries, either on open wooden shelves in the foundry building or in rooms arranged for the purpose which are in some of their various buildings. In case of fire these valuable patterns are destroyed, entailing a severe loss and great annoyance and inconvenience to their customers. Realizing fully this fact, the Acme Malleable Iron Works, of Buffalo, N. Y., has erected a building entirely of steel and iron, and located independently of all of its other buildings, so that any patterns stored therein will be absolutely safe from destruction by fire. The shelves and uprights for the same are of steel, and so arranged that the various grades of patterns can be placed on independent shelves, and not be put one upon the other, as in the ordinary manner.

The accompanying cut illustrates the building, which has been the basis for many compliments upon the efforts of the works to protect its customers' interests.

Weinland's Tube Cleaner.

The Weinland tube cleaner is the invention of a practical engineer of many years' experience, and is the outgrowth of numerous experiments with a knowledge of the needs of such a machine, and trial of many other devices, none of which proved successful. But with the Weinland, the maker guarantees the worst case of scale can be successfully removed, and with the least possible expense for labor and time.

The machine, as shown in cut, has four steel springs bolted securely to a short shaft; on the end of each of these springs is riveted a spring steel clip or arm, the holes for rivets being slightly out of line, the forward one being larger than the rivet; on the end of these clips hard iron sharp-toothed wheels are placed; between two of these springs a screw bolt is placed, with a washer in contact with the springs. This holds the springs firmly, and is used also in adjusting the diameter of the cleaner where this is necessary on account of very thick scale. The sharp-toothed wheels fit closely in the tube, and as the cleaner is worked back and forth the continuous hammering of these wheels cuts into and shat-

ters the scale so that it can be easily flushed out with a stream of water as the process goes on. The clips or arms, being placed as explained above, cause the wheels to turn in one direction as they are forced in, and the opposite direction

The cleaner is claimed to have been thoroughly tested by some of the best-posted and most critical engineers in the country, who have pronounced it a success, and is said also to have been adopted by some of the largest manufac-



WEINLAND'S TUBE CLEANER.

as they are brought back. This is done automatically, without any effort of the operator, as with other cleaners, and in this way the entire surface of the tubes is acted upon and all the scale removed,

and without the least injury to the tubes. The company has instances where scale an inch and one-half thick has been removed in this way.

All wearing parts of the cleaner are

turers of tubular boilers, and hundreds are in successful use.

The cleaner is furnished for two and a-half, three and a-half and four-inch tubes, and when special size or style is

wanted, will furnish it if particulars of what is needed are given.

The Lagonda Manufacturing Co., of Springfield, Ohio, manufactures this device.

of Philadelphia, builders of the well-known and widely-used "Otto" engine. This firm has again followed its custom of being represented at large exhibitions, and our readers are referred to the accompanying illustration of its exhibit at the Nashville Exposition.

The exhibit comprises all the various types of engines it is building at the present time, of stationary, portable and marine type. The latter has just been placed upon the market, and is meeting with much favor among parties interested in marine machinery. Of this type a four-horse-power engine is shown, which is fitted complete, with reversing gears. Electric-light users will find of interest to them a 13-horse-power special electric-light engine, in complete running order and driving from fly-wheel direct a 130-light dynamo, the lights being used for illuminating the space and lighting up an attractive shield representing the trade-mark of the company. Also the company has a small engine of vertical design of 3.5, one of 5, one of 36 and one of 9 actual horse-power, the last three engines being of its standard stationary type, and such as are used for most power purposes. The company's exhibit is completed by a nine-horse-power portable engine, not shown on the cut, but is located where it can daily be seen running a stone crusher. Within the last two or three years a large number of portable engines have been sold for farm purposes, and the ease with which they can be moved about, their low fuel consumption, perfect safety and many advantages over steam engines make them a power which is rapidly gaining favor. The exhibit is in charge of one of the company's own representatives.

A dispatch from St. Paul, Minn., states that the new Capitol Building in that city is to be constructed principally of

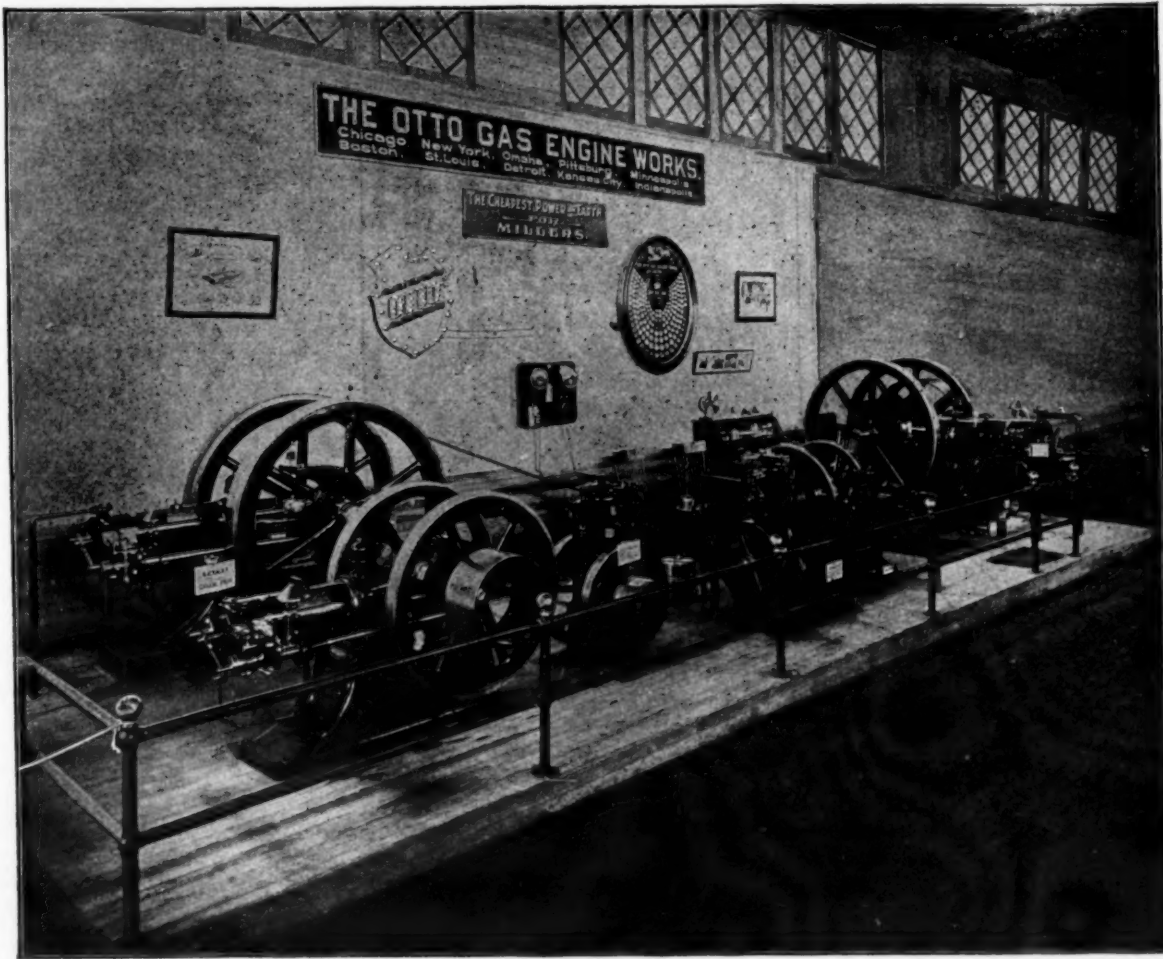


EXHIBIT OF OTTO GAS ENGINE WORKS AT THE NASHVILLE EXPOSITION.

Exhibit of Otto Gas Engine Works.

Visitors to the principal expositions held in the United States during the last fifteen years cannot but have noticed the displays of the Otto Gas Engine Works,

Georgia marble. The contracts involve the expenditure of about \$700,000. The Georgia marble was decided upon by the capitol commissioners after a discussion as to the merits of the principal marbles of the country.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points, they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted." In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

ALABAMA.

Athens—Electric-light Plant.—The city will contract at an early date for the erection of an electric-light plant, to be run in connection with the city water works. Address the mayor.

Birmingham—Telephone Company.—The Southern Bell Telephone Co. has purchased building for \$14,000, which it will improve and enlarge for the use of its works.

Birmingham—Iron Furnace.—Col. Thomas Sharp, president of the Spathite Iron Co., of Nashville, Tenn., writes the Manufacturers' Record that he and others have purchased the Vanderbilt Furnace at East Birmingham, as recently reported, and will put same in repair, also another furnace for the production of spathite iron.

Darlington—Stone Quarries.—S. L. Daniel & Co. are developing a new stone quarry and will erect derricks and put in other machinery at once.

Decatur—Cotton Gln.—Dodson & Howell are erecting a cotton ginnery, as mentioned lately, all machinery for which has been purchased.

Decatur—Gold Mines.—C. H. Adams and L. B. Wyatt have discovered gold-bearing properties in Lauderdale county, and will probably develop same.

Eureka—Kaolin Mines.—C. C. Godfrey, of Fort Payne, Ala., will, it is stated, develop on an extensive scale the kaolin mines of Eureka.

ARKANSAS.

De Queen—Mercantile Company.—The Sevier County Mercantile Co. has been incorporated, with Etta Lees, president; Lev. Krouse, secretary, and C. H. Welch, treasurer. The capital stock is \$10,000.

Little Rock—Cotton Compress and Warehouse.—The Little Rock Compress Co., reported recently as organized, is erecting a compress and warehouse, the warehouse to have storage capacity for about 5000 bales. The compress is a new 90-inch, 2000-ton Webb, and will employ about the same number of operatives usually engaged in first-class compresses. Contract for the building and compress has been let, and the company

will not need machinery or supplies of any kind. J. W. Pope is manager.

Malvern—Irrigation.—The Loanoke Live Stock Co. has been incorporated, with T. S. Gordon, of Columbus, Mo., president; Guy B. Gordon, treasurer, and N. P. Richmond, secretary, and a capital stock of \$4500. The company has purchased 155 acres of land, which it will irrigate for pasture.

FLORIDA.

Fernandina—Electric-light Plant.—The site of the present electric-light plant will be removed and the plant enlarged by putting in new machinery, including 150-horsepower engine and boiler, ten more new arc lights of 1200 candle-power added to the present twenty now in use, a 1000 16-candle-power incandescent dynamo, and a new brick power-house will also be erected. Address the mayor.

Gainesville—Refrigerator-box Company.—The Jordan & Arnold Refrigerator Box Co. has been organized, as recently reported. As the boxes of this company are all manufactured, they will need no machinery or supplies of any kind. The company is formed mainly for the purpose of furnishing refrigerator boxes for shipping fruits, etc.

Green Cove Springs—Canning, etc., Factory.—The St. John's Canning & Preserving Co. has been incorporated and organized for the manufacture of preserves, etc., as recently stated. Address John S. Withrow.

Jacksonville—Earthenware Factory.—The Jacksonville Kaolin Co. has been organized, with Edwin J. Houston, president; A. Arlington Hibbs, vice-president; Howell Lloyd, secretary-treasurer, and Charles S. Edgar, general manager, for the purpose of erecting a factory for the manufacture of fine earthenware.

Sanford—Shops, etc.—The Plant system will, it is stated, greatly improve its shops by the erection of a new paint shop; extensive woodworking machinery will be purchased and the necessary building erected to contain same, including other improvements. Address W. H. Young, master mechanic, Sanford, Fla.

Tampa—Hardware Company.—The firm of Knight & Wall have incorporated as the Knight & Wall Co., as lately reported, but there will be no change in the business, only as to name.

Whitesprings—Saw Mill.—R. J. Camp & Bros. have moved their saw-mill plant from Wade, Fla., to Whitesprings, where they have purchased 30,000 acres of timber lands and hold an option on 8000 more. The mill has a capacity of 25,000 feet per day, and employs from fifty to seventy-five hands.

GEORGIA.

Americus—Grocery Company.—P. W. Zuber and others have formed the Zuber Grocery Co., for the purpose of conducting a general grocery business.

Atlanta—Electric-light Plant.—C. A. Collier, mayor, writes that a committee of council has been appointed to look into the question of the city becoming the owner of its electric-light plant, as reported last week, but it is hardly probable that anything definite will be done along this line during the present year.

Atlanta—Water-works and Electric-light Plants.—C. A. Collier, mayor, writes the Manufacturers' Record that a proposition is pending for the issue of \$200,000 of bonds, the proceeds to be devoted exclusively to the extension of water mains, as reported in our last issue. If the council should recommend this issue, it will have to be submitted to the people, and it is not likely that it will be definitely determined before the end of the year.

Augusta—Bridge.—Joseph H. Sands, Charleston, S. C., general manager South Carolina & Georgia Railroad Co., in a letter to the Manufacturers' Record, states that no arrangements have been made yet for replacing the bridge over the Savannah river at Augusta, as reported last week.

Hall County—Bridge.—This county, together with Forsyth, contemplate building a bridge across the Chattahoochee river, a distance of about 200 feet. Address E. E. Dixon, chairman, commissioners of roads and revenues, Gainesville, Ga.

Lavonia—Cottonseed-oil Mill.—The erection of a 20-ton cottonseed-oil mill will be commenced at once.

Pinla—Saw Mill.—B. P. O'Neal writes that it is probable he will rebuild his saw

mill recently reported under Cordele as burned.

Savannah—Mercantile, etc., Company.—Jesse P. Williams, John A. G. Carson and John Morrison have incorporated the J. P. Williams Co., for the purpose of conducting a general mercantile business, operating saw mills, operating farms for the cultivation of cotton, etc. The capital stock is \$250,000.

KENTUCKY.

Mount Eden—Distillery.—J. M. Puckett writes that he is desirous of rebuilding his distillery, recently reported as burned, provided some one will take half interest in the enterprise.

Murray—Electric-light Plant.—The Woodruff Lumber Co., L. Y. Woodruff, general manager, will put in an electric-light plant to furnish the city with lights.*

LOUISIANA.

Crowley—Broom Factory.—Elmore & Boudreaux will establish a broom factory about October 1, as stated last week.

Lutcher—Sash, Door and Blind Factory.—The Lutcher & Moore Lumber Co. is increasing the capacity of its plant by the erection of additional buildings.

Natchitoches—Cold-storage Plant.—J. T. Johnson is thinking of erecting a cold-storage plant.

New Orleans—Commission Company.—George Montgomery, A. Gullbault and others have incorporated the Consumers' Produce & Commission Co., Limited, for the purpose of conducting a general commission business. The capital stock is \$15,000.

New Orleans—Paint Factory.—R. McWilliams, Limited, has incorporated, as mentioned in our last issue, and will expend about \$15,000 in a plant for the manufacture of paints.*

MARYLAND.

Baltimore—Cannery, etc.—The C. L. Reitz Co. has been incorporated by Charles L. Reitz, Frank S. Ashley, Samuel H. Sessions and others, with a capital stock of \$1000, for the purpose of raising and canning oysters, packing and preserving fruits, vegetables, etc.

Baltimore—Mercantile Company.—The J. P. Bryan & Co. has been incorporated by J. P. Bryan, James Hewes, Edgar S. Perkins and others, for the purpose of dealing in raw materials and manufactured goods. The capital stock is \$10,000.

Baltimore—Telephone System.—A Philadelphia syndicate is endeavoring, so it is stated, to purchase and acquire the property of the Home Telephone Co. If the deal is consummated the new company will enlarge and extend the lines at once.

Baltimore—Box Factory.—The Canton Box Co. has been incorporated, with Samuel Eccles, Jr., president; Rufus K. Goodenow, treasurer, and George G. Tyler, general manager, for the purpose of operating the box factory of George G. Tyler.

Baltimore—Wharves and Lumber Mill.—The Tunis Lumber Co. has decided to rebuild its wharves, and may rebuild its lumber mill recently mentioned as burned. There will be two wharves 60x275 feet each; a one-story frame building will also be erected 100 feet wide by 450 feet long, to be covered with an iron roof, used for storing lumber. The company has also decided to ask for estimates for rebuilding the mill.

Baltimore—Cigar Factory.—Robert Weems Tansill, of New York, has leased the six-story building at corner of Hanover and Pratt streets and will remove his cigar factory to Baltimore. A large plant is being put in the building, with capacity for turning out 30,000,000 of cigars per year.

Baltimore—Printing Company.—Anthony Baclevich, William Karalus and others have incorporated the Co-operative Lithuanian Printing Co., with a capital stock of \$500, for the purpose of publishing newspapers, etc.

Berlin—Flour, Grist and Feed Mill.—Adams Bros. are erecting a flour, grist and feed mill; the main building will be three stories, 50x40 feet; the engine and boiler-rooms are 25x36 feet; the grinding capacity for wheat will be seventy-five barrels per day, and for corn 400 bushels per day. The mill will be equipped with the latest patent-process bolting and other machinery.

Bradshaw—Telephone Exchange.—The

Baltimore & Harford County Telephone Co. has recently organized, with James F. H. Gorsuch, president, and W. P. Record, secretary and treasurer, for the purpose of operating a telephone exchange. The capital stock is \$3000.

Cumberland—Electric-light Plant.—F. B. Rae, of Chicago, Ill., will prepare plans for the proposed electric-light plant at Cumberland recently reported.

Hagerstown—Brewery and Ice Plant.—H. E. Drinhaus, of Baltimore, is investigating with a view of erecting a \$100,000 brewery and ice plant in Hagerstown.

Halethorpe—Telephone Line.—Wm. R. Eareckson, of Elk Ridge, and Arthur Williams have petitioned the county commissioners for authority to construct a telephone line from Halethorpe to Elk Ridge.

Newport—Bridge.—Sealed proposals will be received at the office of the county commissioners for Carroll county until September 13, for the construction of a wooden bridge across Parr's falls, at Newport. Drawings can be seen at the office of the county commissioners; A. T. Buckingham, clerk and treasurer.

MISSISSIPPI.

Greenwood—Grocery Company.—The Greenwood Grocery Co. has organized, with F. R. Austin, president; A. G. McLemore, vice-president, and H. H. Nabors, secretary-treasurer. The capital stock is \$50,000.

Macon—Laundry.—H. C. Holt contemplates the erection of a steam laundry.*

Meridian—Carriage and Wagon Factory.—The Specialty Manufacturing Co. has organized, with B. Crisler, manager, for the manufacture of carriages, wagons, buggies, etc.*

Scranton—Water Works and Electric-light Plant.—Contract has been awarded to C. M. Buckhalter & Co., of Birmingham, Ala., at \$20,686, for the construction of the water works and erection of the electric-light plant recently mentioned.

MISSOURI.

Americus—Gold Mines.—M. A. Bibb has discovered gold-bearing properties, but is not developing same as yet, as recently reported.

Breckenridge—Butter and Cheese Company.—Samuel Russell, L. T. Doll, W. E. Hudson and others have incorporated the Breckenridge Butter & Cheese Co., with a capital stock of \$4300.

Springfield—Lead Mines.—R. A. Ollis, J. K. Shellenberger, W. A. Lincoln, William Free and others will organize a company for the purpose of developing on an extensive scale the Gumbo mine property.

St. Louis—Grain and Flour Company.—Chartered: The F. Schwartz Grain & Flour Co., by Herman Schwartz, W. H. Sanding, F. W. Tremp and others; capital stock \$5000.

St. Louis—Commission Company.—Chartered: The Kight & Kilpstein Hide & Commission Co., by G. S. B. Kight, William Kilpstein and others; capital stock \$7000.

St. Louis—Mining Company.—The Stony Point Mining Co. has been incorporated, with a capital stock of \$50,000, by J. C. Rodeharr, W. A. Thomas, A. W. Oliver and others.

St. Louis—Produce Company.—Chartered: The Schnelthorst-Roennigke Produce Co., with a capital stock of \$10,000, by E. M. Schnelthorst, Edward Roennigke, W. H. Morhaus and others.

St. Louis—Publishing Company.—The St. Louis Manufacturers' Publishing Co. has been incorporated, with a capital stock of \$2500, by Thomas L. Cannon, J. W. Vancleave, W. B. Woodward and others.

St. Louis—Shoe Company.—The Progressive Shoe Co. has been incorporated by G. E. Addeta, William F. Sherman, T. A. Ilges and others, with a capital stock of \$10,000.

St. Louis—Shoe Company.—The Kren Shoe Co. has been incorporated, with a capital stock of \$10,000 by A. Hugo Richter, Thomas J. Kren and M. C. Kren.

St. Louis—Brick Company.—The Missouri Fire Brick Co. has been incorporated by John B. Holman, John J. Owens and Joseph F. Walsh, with a capital stock of \$25,000.

St. Louis—Lead Works.—Henry Buehler, president of the Buehler-Phelan Paint Co., and others have formed a company for the purpose of erecting lead works at a cost of \$500,000, plans for which are said to have

been completed, and contracts will be let shortly.

NORTH CAROLINA.

Bolton—Gold Mines.—The Boston Mining Co. is endeavoring to interest additional capital preparatory to a renewal of mining operations at its gold mine on Bolton creek, in Henderson county, using the latest and most improved methods of separating and collecting the gold.

Charlotte—Machine Works.—B. W. Sweet will shortly organize a company for the purpose of manufacturing his amalgamating and concentrating machine for treating ores. Mr. Sweet's present address is High Point, N. C.

Charlotte—Roller Paper Printer.—W. L. Scott and W. B. Swindell will start the manufacture of a roller paper printer, invented by Mr. Swindell. The new firm will operate under the name of Scott & Swindell.

Durham—Spinning Mill.—A company will, it is stated, be organized, with Julian S. Carr, president, to arrange for the erection at once of a mule spinning mill to contain 7500 spindles.

Greensboro—Cotton Mills.—The Proximity Cotton Mills have ordered 100 additional looms to be placed in its plant, as recently mentioned.

Greenville—Stemmy.—B. E. Parham & Co. have begun operations at their stemmy.

Hickory—Flour Mill.—The Phoenix Manufacturing Co. has closed contract for the erection of a roller flour mill with daily capacity of fifty barrels.

High Point—Stamp Mill.—B. W. Sweet writes that he is making preparations for the erection of a stamp mill for Eastern parties and is putting in a special amalgamating and concentrating machine of his own invention for treating their ore.

Lumberton—Planing Mill.—A. Mellier, representing a Philadelphia (Pa.) syndicate, which is interested in the construction of a railroad at this place, recommends to his company the erection of a planing mill also.

Monroe—Water Works.—The election recently held to determine the issuance of \$30,000 of bonds for the construction of the water works previously mentioned resulted affirmatively. Address J. Y. Covington, mayor.

Mount Airy—Flour Mill.—J. E. Spangle, of the Mount Airy Iron Works, has erected and put in operation a flour mill.

Raleigh—Silk Mills.—Northern capitalists are, it is stated, prospecting for a site for the erection of a silk mill in Raleigh. Secretary Board of Trade can probably give information.

Raleigh—Cotton Gin.—Willis Whitaker will rebuild at once his cotton gin, reported as burned.

Swannanoa—Dry-kiln and Planing Mill.—M. B. Wilkinson, of Asheville, N. C., will shortly begin the erection of a dry-kiln and planing mill with a daily capacity of 15,000 feet.

Wilmington—Brewery.—The Wilmington Brewing Association is having plans prepared for an ice and refrigerating plant, and is also making other extensive repairs.

SOUTH CAROLINA.

Bennettsville—Cotton Mill.—The Red Bluff Mills, of Marlboro, has been incorporated by Alexander McRae, J. H. Maloney, T. J. Rogers and others for the purpose of erecting a cotton mill in Marlboro county. The capital stock is \$50,000.

Charleston—Mercantile Company.—The Johnston-Crews Co. has been incorporated for the purpose of conducting a general mercantile business, by H. R. Simons and J. Lamb Perry, with a capital stock of \$60,000.

Columbia—Duck Mills.—The Columbia Duck Mills is putting new machinery in its mills.

Switzer—Mercantile Company.—D. A. Switzer, J. B. Stepp, G. H. Jordan and others have incorporated the Switzer Enterprise Co., with a capital stock of \$15,000, for the purpose of conducting a general mercantile business.

TENNESSEE.

Cleveland—Gold Mines.—J. R. Ackland has leased and will develop at once the gold-mining properties in Bradley county.

Coker Creek—Stamp Mill.—A stamp mill is being erected on the property of the Hot Water Gold Mining Co. in Monroe county for the purpose of crushing the gold-bearing rock and getting the gold out. For information address either the company at Coker Creek or E. L. Parker, Epperson, Tenn.

Dyersburg—Water Works and Electric-light Plant.—The city will hold an election September 28 to vote on the issuance of \$30,000 of bonds to purchase and extend the water and electric-light plants. Address W. A. Fowkes, Jr., mayor.

Gallatin—Spoke Works.—The Gallatin Spoke Works, mentioned last week as organized to succeed the Gallatin Manufacturing Co., will have a capital stock of \$14,000, which will be increased as occasion demands, to \$30,000. The company will manufacture high-grade finished and club-turned spokes, wagon and carriage-wood stock, etc. For information address E. O. Buchanan, manager.

Huntingdon—Water Works and Electric-light Plant.—Bids are wanted until September 15 for constructing water works and erecting electric-light plant lately reported. Address J. F. Leach, chairman committee.

Memphis—Creamery and Cannery.—F. H. Beilharz, of Cassville, Wis., representing himself and others, will establish a creamery and cannery near Memphis.

Pulaski—Telephone System.—The Giles County Telephone Co., lately mentioned as incorporated, states that it is not as yet ready to consider propositions in regard to machinery, etc. Address N. A. Crockett.

TEXAS.

Austin—Grain Company.—The Marks Grain Co. has been incorporated, with a capital stock of \$1500, by C. T., C. J. and H. L. Marks.

Austin—Ice Factory.—Frank and John Heiderman, Joseph Breck and H. B. Breck have purchased the plant of the Consumers' Ice Manufacturing Co., and have incorporated the Austin City Ice Co., with a capital stock of \$10,000, for the purpose of operating same.

Beaumont—Canning Factory.—The organization of a company for the erection of a canning factory is probable. Judge Jeff Chaison is said to be interested in the enterprise.

Beaumont—Sash, Door and Blind Factory.—The Callahan Manufacturing Co., Limited, of Washington, La., states that there is no truth in the published announcement that it will establish a sash, door and blind factory in Beaumont, as recently reported.

Calvert—Brick Plant.—A large plant for the manufacture of fire-brick will be erected near Calvert.

Corsicana—Oil Lands.—Charles Richardson, representing a large stock company, has been investigating with a view of leasing and developing oil lands.

Dallas—Locomotive Works.—A company has been formed, with G. M. Deane, of Dallas, president and general manager; C. C. Deane, of Houston, secretary, and M. O. Deane, of Fort Worth, treasurer, for the purpose of manufacturing an ice locomotive invented by G. M. Deane.

Farmersville—Water Works.—The construction of a system of water works is contemplated. Address D. P. Johnson.

Galveston—Water Works, Electric-light Plants, etc.—Carl Young, A. Cohen and others have organized the Galveston Engineering & Electric Co., for the purpose of supplying all kinds of machinery and to construct electric-light plants and water works.

Galveston—Twine Mills.—The mills of the Galveston Rope Co. will shortly resume operations.

Gonzales—Artesian Well.—Mr. Minsor has contract for the sinking of an artesian well.

Houston—Electric-light Plant.—The talk of a municipal electric-light plant, of which mention was made, has resulted in the introduction of a petition in the city council to ask for an election. Bonds for \$100,000 will probably be proposed, but the councilmen are likely to suppress the petition entirely. Frank C. Colby is interested in the movement.

Huntsville—Telephone Exchange.—Fred B. Robinson, manager Huntsville Telephone Co., writes that his company has been granted franchise to erect a telephone exchange, as mentioned in our last issue. The company will put in a 60-phone plant, and have same in operation in sixty days.

McKinney—Water Works.—The citizens will petition the mayor and city council for the construction of a system of water works.

Terrell—Electric-light Plant.—The Terrell Electric Light & Power Co. will rebuild at once its plant, as recently reported; C. Vanordstrand, superintendent.

Terry—The Terry Ginning & Milling Co. has erected a large grist mill and cotton gin.

Timpson—Coal Mines.—The Timpson Brown Coal Co., reported in our last issue

as organized, will shortly be incorporated by C. W. Tandy and others. This company has leased about 1200 acres of coal lands, which it will develop on a large scale. For further information address S. D. Hanna, superintendent and manager.

Tyler—Grocery Company.—Chartered: The Woldert Grocery Co., by T. O. Woldert, J. H. Hambrick and J. B. Wofford, with a capital stock of \$20,000.

VIRGINIA.

Ashland—Wagon Factory.—A wagon factory will, it is stated, be erected.

Charlottesville—Grist and Feed Mill.—F. J. Lillienfeld is putting in a feed and grist mill, as recently stated, but has all the necessary machinery at present. He will enlarge his plant as business demands.

Fredericksburg—Sewerage System.—The city will hold an election within the next thirty days to decide the issuance of \$15,000 of bonds for the construction of a sewerage system. Address the mayor.

Fredericksburg—Silk Mills.—A new Lindell dynamo of 400 lights has been placed in the Fredericksburg Silk Mills, as recently reported.

Lynchburg—Jewelry Company.—The F. D. Johnson Jewelry Co. has been incorporated, with F. D. Johnson, president; C. F. Wood, of New York, vice-president, and J. B. Johnson, secretary-treasurer. The capital stock is to be not less than \$10,000, nor more than \$25,000.

Manchester—Baking Powder, Extract, etc., Factory.—W. T. Ames, A. G. Johnson and Thomas B. Murphy have formed the Manchester Manufacturing Co., for the manufacture of baking powder, extracts, candy and all grocers' supplies, and have leased a building which they will install with the latest-improved machinery for this purpose.

Norfolk—Flour Mills.—The Philadelphia Mills Co. has been incorporated, with William G. Audenried, president; William H. Page, vice-president and treasurer, and M. H. Leonard, secretary; these, with Edward R. Baker and Joseph F. Page, Jr., all of Philadelphia, Pa., are directors. The company has been organized, with a capital stock of \$50,000, for the purpose of manufacturing flour and all other products of wheat.

Petersburg—Silk Mills.—John M. Stearns & Co. will erect a large addition to their silk mills, besides making other extensive improvements.

Portsmouth—Real Estate Company.—The Pinner's Point Investment Co. has been organized, with W. H. Murdaugh, president; Adolph Brandt, vice-president, and Joseph L. Billsoly, secretary, for the purpose of dealing in real estate.

Portsmouth—Real Estate, etc.—The Park View Home Co. has been incorporated, with J. Davis Reed, president; A. B. Butt, vice-president, and H. C. Niehemeyer, secretary, for the purpose of dealing in and improving real estate, etc. The capital stock is to be not less than \$3000 nor more than \$5000.

Richmond—Chemical Works.—The Virginia-Carolina Chemical Co. is rebuilding its burned plant, as recently reported. Address S. D. Crenshaw, auditor.

Richmond—Machine Works.—The Hayden Cigarette Machine Co. has been incorporated, with Leon L. Strause, president; F. D. Hayden, vice-president; Carlton McCarthy, secretary and treasurer, for the purpose of manufacturing apparatus for cigarette making. The capital stock is \$200,000.

Roanoke—Planing Mill.—The Central Manufacturing Co. will begin at once the erection of a planing mill.

WEST VIRGINIA.

Algoma—Oil and Gas Company.—The Algoma Oil & Gas Co. has been incorporated by Thomas W. Thomas, of Wilkesbarre, Pa., Robert R. Campbell and others, with a capital stock of \$5500.

Charleston—Gold-mining Company.—P. D. Whitehead and others, of Chicago, Ill., have incorporated the Virginia Gold Mining Co., with a capital stock of \$1,000,000.

Charleston—Gold-mining Company.—The Gipsy Queen Gold Mining Co. has been incorporated, with a capital stock of \$5,000,000, by P. D. Whitehead and others, of Chicago, Ill.

Fairmont—Water Works and Sewerage System.—The city will enlarge its water works and put in a sewerage system. Address J. E. Morgan, superintendent water works.

Hallsville—Coal Mines.—The Davy Coal Co. is constructing a tippie and 500-foot incline, as lately reported, but does not need any

machinery at the present time; will need some later on. Address F. J. Mitchell, manager.

Horton—Mineral and Timber Lands.—Reports state that a deal has been closed for the purchase from John T. McGraw of a tract of 300,000 acres of lands located near Horton, for the sum of \$520,000. The lands are rich in coal, iron, marble and timber, but the last named will be developed first; a railroad will be constructed to facilitate the developments. The purchasers of the land are said to be a number of New York capitalists, among whom are Dr. W. Seward Webb, J. McKay Twombly and Cornelius Vanderbilt, of New York city.

Huntington—Woodworking Factory.—The Hartzell Handle Factory has resumed operations, employing 300 hands.

Montgomery—Water Works and Electric-light Plant.—Alexander McNab, J. H. Dunbar, George Smith and others have incorporated the Montgomery Electric Light & Water Co., for the purpose of erecting an electric-light plant and constructing a system of water works.

New Cumberland—Supply Company.—Chartered: The Porter Supply Co., by James Porter and others, to conduct a general merchandise business.

Phillippi—Oil Wells.—The Wick Oil Co., mentioned in our last issue, has organized for the purpose of developing oil wells, etc.

Rowlesburg—Saw Mill.—The West Virginia Lumber Co. has started a large saw mill near Rowlesburg, employing 100 operatives.

Wyatt—Telephone Company.—The Clarksburg & Mannington Telephone Co. has been incorporated by F. W. Cunningham and others, with a capital stock of \$5000.

BURNED.

Alvin, Texas.—The building of Nash & Co.; loss about \$20,000.

Athens, Ala.—The saw mill of G. A. Leftwich, near Petty; loss about \$5000.

Charlotte, N. C.—The mattress factory of E. M. Andrews.

Cockeysville, Md.—The granary of Harry V. Shipley, near Cockeysville; estimated loss \$2000.

Cordova, Ala.—The planing mills of the Cordova Construction Co.; loss about \$20,000.

Darlington, S. C.—The machine shops of W. J. Early; estimated loss \$1000.

Decatur, Ala.—The saw mill of the William Oldacre Lumber Co.; loss about \$10,000.

Kimmins, Tenn.—The Beaver Dam Springs Hotel.

Lenoir City, Tenn.—The plant of the Patton Manufacturing Co.; loss about \$10,000.

McCall, Texas.—The cotton gin of Charles Nickels; loss about \$7000.

Mobile, Ala.—The shingle mill of Stewart & Butt; estimated loss \$20,000.

Morganfield, Ky.—The Morganfield Steam Laundry; loss about \$6000.

Nashville, Tenn.—The bottling establishment of Diehl & Lord; loss about \$30,000.

Pensacola, Fla.—The lumber and shingle mill of W. B. Wright & Co.; estimated loss \$10,000.

Peoria, Texas.—The cotton gin of Hamilton Bros.; loss about \$1500.

Raleigh, N. C.—The cotton gin of Willis Whitaker; loss about \$1000.

Richland, Ga.—The ginny of E. J. Prathro.

Saluda, S. C.—The ginny, etc., of the Saluda Gin Co., near Greenville; estimated loss \$2500.

St. Louis, Mo.—The ice-manufacturing plant of H. Hermann & Sons; estimated loss \$50,000.

Vinehill, Ala.—The plant of the Vine Hill Lumber Co.; estimated loss \$25,000.

BUILDING NOTES.

Aberdeen, Miss.—Building.—George F. Barber & Co., Knoxville, Tenn., have prepared plans for a \$5000 building for H. S. Gilleylen.

Alexandria, Va.—Building.—The B. F. Smith Fire-Proof Construction Co. has been incorporated, with B. F. Smith, president; F. J. Smith, treasurer, and George G. Smith, secretary, for the purpose of erecting a fire-proof building, etc. The capital stock is \$100,000.

Alexandria, La.—Hotel.—C. A. Favort, of the firm of Favort & Livaudias, of New Orleans, La., is investigating with a view of erecting a \$25,000 hotel in Alexandria, to be three stories high and have all modern conveniences.

Atlanta, Ga.—Building.—J. M. High & Co. state that there is no foundation for the re-

mor that they intend erecting a large building on the old Gress property, recently purchased by them, as stated.

Baltimore, Md.—School Building.—The city council has authorized the purchase of a site at Mount and Saratoga streets for the erection of a new school building.

Baltimore, Md.—Club Building.—The Merchants' Club building will be improved at a cost of \$10,000. Henry Brauns has prepared plans for the proposed alterations and improvements in the building.

Baltimore, Md.—Storehouse.—The J. S. Young Co., whose storehouse was recently mentioned as burned, is preparing to rebuild the structure; contract has been signed and permit secured.

Beaumont, Texas—Auditorium.—Architect Kaufman has prepared plans for the erection of an auditorium to be 100 feet in diameter, with seating capacity for 4000, and to cost \$1200. Bids will be received and contract let for the erection of same. Address J. B. Simmons.

Brookhaven, Miss.—Building.—J. E. Seavey will erect a \$3600 building, plans for which have been prepared by George F. Barber & Co., of Knoxville, Tenn.

Cairo, Ga.—Building.—George F. Barber & Co., Knoxville, Tenn., have prepared plans for a \$4500 building for M. O. Davis.

Chase City, Va.—Hotel.—The Mineral Water Co. has, it is stated, decided to build a modern hotel.

Chattanooga, Tenn.—Building.—A. Rosenheim & Son informs the Manufacturers' Record that they are building storehouse, as mentioned last week, machinery and supplies for which have all been purchased.

Chattanooga, Tenn.—Business Block.—R. H. Hunt is preparing plans for the erection of the Miller Block reported in our last issue.

Chattanooga, Tenn.—Business Block.—Miller Bros. have organized the Miller Improvement Co., for the erection of the business block lately mentioned, and R. H. Hunt is preparing plans for same.

Cleveland, Tenn.—Building.—George F. Barber & Co., Knoxville, Tenn., have prepared plans for a \$3300 building for A. J. Fletcher.

Creswell, N. C.—Church.—Bungart & Jackson, of Philadelphia, Pa., have prepared plans for a church building for the St. David's P. E. congregation, to be constructed of frame, have metal tile roof, leaded glass, etc., and cost \$4000. Address Rev. Eborn, pastor.

Cynthiana, Ky.—Building.—George F. Barber & Co., Knoxville, Tenn., have prepared plans, etc., for a \$3500 building to be erected by L. S. Glivena.

Dallas, Texas—Buildings.—Permits have been issued to Herrman Zuelke for the erection of a one-story frame building to cost \$1200; to Frank Reeves for a one-story brick warehouse to cost \$2000; to W. A. Boren for a one-story frame building to cost \$1000.

Danville, Mo.—Jail.—It has been decided by popular vote to issue the \$7500 of bonds for the erection of the jail lately mentioned. The county clerk at Montgomery City can be addressed as to date of sale of bonds.

Elgin, Texas—School Building.—Bonds will be issued for the erection of a new school building, plans for which will be wanted shortly.

Gainesville, Ga.—Warehouse.—Mr. Mobley, of the Monroe Guano Co., will begin at once the erection of his warehouse.

Gainesville, Ga.—Warehouse.—John F. Little has completed arrangements and let contract for the erection of his warehouse.

Gainesville, Ga.—Business Building.—E. E. Dixon has begun the erection of two brick stores, as lately stated.

Goldsboro, N. C.—Warehouse.—The Wayne Cotton Mills contemplate building a storage warehouse 36x50 feet. Address W. K. Parker, general manager.

Guilford County, N. C.—Jail.—The county contemplates erecting a new jail. W. C. Boren, Pomona, N. C., chairman of the board of county commissioners, can be addressed.

Hattiesburg, Miss.—Building.—George F. Barber & Co., Knoxville, Tenn., have prepared plans for a building for J. A. McLeod to cost \$6000.

Hinton, W. Va.—Church Building.—Yost, Packard & Albright, of Columbus, O., have prepared plans for the erection of a \$3000 edifice for the Episcopal congregation of Hinton. Address Rev. F. A. Meade.

Houston, Texas—Building.—Permit has been issued to Jacob Levy for the erection of a three-story brick building to cost \$18,000.

Knoxville, Tenn.—Building.—R. S. Payne will erect a business building.

La Grange, Texas—Buildings.—Otto Amberg will erect two large brick storehouses; James Kray is erecting new residence; Battle Otto will shortly commence the erection of a residence.

Lancaster, S. C.—Building.—George F. Barber & Co., Knoxville, Tenn., have prepared plans for a building to be erected by T. Y. Williams at a cost of \$4000.

Lewisburg, W. Va.—The Bank of Greenbrier will let contract in a few days for the erection of a three-story brick building, as lately reported.

Lewisburg, W. Va.—Office Building.—The Bank of Lewisburg has purchased site and will erect a two-story office building, as reported last week. Plans and specifications have been completed, and competitive bids from responsible firms will be considered.

Louisville, Ky.—Warehouse.—W. B. Belknap & Co. have purchased site for \$55,000 and will erect a large warehouse.

Louisville, Ky.—Tobacco Warehouse.—Jas. Deweese and others are planning to erect a new tobacco warehouse.

Macon, Ga.—Frank Gunn will, it is stated, erect a \$20,000 building.

Macon, Ga.—Residence.—W. H. Ross has had plans prepared for a new residence to have all modern improvements, contract for which will shortly be let.

Maryville, Tenn.—Building.—George F. Barber & Co., Knoxville, Tenn., have prepared plans for an \$18,000 building for Geo. S. Fisher.

Morgantown, W. Va.—Church.—The Lutherans have decided to erect a new church building. Address Rev. Ira C. Wallace.

Morgantown, W. Va.—Hotel.—Pittsburg (Pa.) capitalists will, it is reported, erect a \$20,000 hotel near Morgantown.

New Madrid, Mo.—School Building.—The city will issue \$8000 of bonds for the erection of a new school building. Address the mayor.

New Orleans, La.—Buildings.—Permits have been issued to J. Manger for a two-story frame residence to cost \$2000, also for a single frame cottage to cost \$1200; to Adam Schendorf for a single frame cottage to cost \$1500; to E. J. Castaing for general improvements to his property to cost \$1200.

Norfolk, Va.—Hospital.—Carpenter & Peebles have prepared drawings for the new hospital in Ghent, to be erected by the management of the Retreat for the Sick; the entire building to be 40x140 feet; one wing of the building will be erected at once, and this part of the work will cost \$30,000.

Paragould, Ark.—W. H. Ritter will erect a \$5000 building, plans and specifications for which have been made by George F. Barber & Co., Knoxville, Tenn.

Raleigh, N. C.—Building.—Frank P. Milburn, Charlotte, N. C., is preparing plans for the new Capital Club at Raleigh; cost, \$20,000; granite foundation, press-brick facade, slate roof, hot-water heat and natural wood finish. Contract will be let as soon as plans are ready, which will be about September 30.

Reisterstown, Md.—Building.—George F. Barber & Co., Knoxville, Tenn., have prepared plans for a \$3000 building for M. Evans.

Richmond, Va.—College Building.—G. M. Smithdean is erecting a four-story college building, 40x124 feet, as lately reported.

Sabine Pass, Texas—Warehouse.—The Calahan Manufacturing Co., Limited, of Washington, La., has established a warehouse at Sabine Pass for the sale of cypress cisterns, sash and doors.

Salisbury, N. C.—Church Building.—The Methodists will erect a church building. Address G. W. Reed.

St. Louis, Mo.—Store and Flats Building.—A permit has been issued to William Keane for the erection of a store and flats building to cost \$9000.

St. Louis, Mo.—Building.—William H. Thompson has purchased site for \$45,000, and contemplates the erection of a modern building.

St. Louis, Mo.—Mercantile Building.—Mr. Charles Green, of Green & La Motte, has purchased site for \$214,000, on which will be erected a large mercantile building. This property was purchased in the name of Festus J. Wade, he having organized a syndicate of local capitalists to join in the erection of the above-referred-to building, which will be equipped with six large freight elevators and two passenger elevators; also a modern electric-light plant and patent automatic sprinkler system. The structure will be erected at a cost of \$500,000, and Eames & Young will prepare plans at once.

Sykestown, Mo.—Building.—George F. Barber & Co., Knoxville, Tenn., have prepared plans for a \$2600 building to be erected by G. B. Greer.

Tullahoma, Tenn.—Sanitarium.—L. P. Barbour states that he is thinking of building a sanitarium, but as yet nothing has been decided.

Washington, D. C.—Buildings.—Permits have been granted to Mrs. Amelia C. Mautner for the erection of a two-story brick dwelling to cost \$4000; to J. D. Sullivan for erection of a two-story brick store and dwelling to cost \$2600; to William Zanner for a two-story brick dwelling to cost \$1500; to Lester A. Barr for three three-story brick dwellings to cost \$3500; to H. Powdermaker for dwelling to cost \$2300.

Washington, D. C.—Buildings.—J. D. Sullivan will build a stone dwelling 20x120 feet, to have buff brick front, to be two stories high and cost \$2600, plans for which have been prepared by Sherman & Sonneman. C. H. Armes has let contract to J. C. Southran for a three-story dwelling, 21x35 feet, cost \$3500. Three frame houses will be erected for Rosalie Moxley at a cost of \$1500. B. J. Judson has made plans for a three-story, red press-brick front dwelling, 18x36 feet, cost \$4000, for Walter I. Rich; contract let to George Acorn. William Tanner has secured permit to erect a two-story red press-brick front dwelling to cost \$1500. J. M. Henderson contemplates erecting from plans by W. L. Conley several dwellings, three-story and basement, 18x54 feet, fronts to be of mottled brick and Manassas red sandstone, cabinet mantels, tiled vestibules and baths, electric fixtures and furnace heat, and oak and pine interior woodwork. N. T. Haller has prepared plans for the erection of eight dwellings, to be 18x15 feet, two stories and basement, press brick and Hummelstown brownstone fronts, tiled baths, electric fixtures, etc. Lester A. Barr is about to erect from plans by B. Stanley Simmons three dwellings, three stories and cellar, 16x34 feet, press-brick fronts, tiled baths and all modern conveniences; the cost will be \$13,500. J. J. Slattery will build a three-story residence, 21x70 feet, from plans by B. Stanley Simmons, press brick and Hummelstown brownstone front, steam heat, electric fixtures and all modern conveniences. T. J. Giles has planned and will build for John W. Collins a two-story dwelling, 46x40 feet, at a cost of \$1300. James F. Hanrahan has taken out permit for the erection of a two-story press-brick dwelling, 16x32 feet. C. C. Harkness has prepared plans and contract let to Galloway & Son for the erection of a two-story and attic dwelling for Mrs. Amelia C. Mautner, to be 18x50 feet front, of press brick and Hummelstown stone and all modern conveniences; cost \$4000.

Wilmington, N. C.—Dwelling.—I. Shrier has had plans made for a new dwelling to be two stories, 21½x50 feet, to be built of brick, with iron front.

Wilson, N. C.—Hotel.—B. F. Briggs contemplates enlarging his hotel by the erection of an annex three stories high.

Winston, N. C.—Church.—The building committee has accepted plans proposed by Frank P. Milburn, of Charlotte, N. C., for the new \$10,000 church; contract will be let as soon as plans are ready; press brick, granite trimmings, slate roof and steam heat.

Woodbury, Tenn.—C. P. Brown is erecting a two-story residence; Mr. Shacklette is erecting a cottage.

RAILROAD CONSTRUCTION.

Railways.

Atlanta, Ga.—It is stated that the business men of Selma, Ala., will probably accept the proposition which has been made to them by President R. M. Mitchell, of the Atlanta & Alabama Railroad Co., for constructing the road to that city. Mr. Mitchell may be addressed at Atlanta, Ga.

Baltimore, Md.—It is reported that the Baltimore, Middle River & Sparrow's Point Railroad Co. has determined to make extensions aggregating about fifteen miles in the suburbs, including a line to Sparrow's Point. Daniel Crook is president of the company.

Beverly, W. Va.—It is reported that the West Virginia Central & Pittsburgh Railroad Co. has determined upon an extension of its Beverly branch from Beverly to Huttonsville. The extension will be about sixteen miles long. T. B. Davis, at Piedmont, W. Va., is managing director of the company.

Cape Girardeau, Mo.—The St. Louis Southwestern Railroad Co., it is reported, has begun work on the extension between Delta, near Cape Girardeau, and Gray's Point. S. W. Fordyce, at St. Louis, is president of the company.

Demopolis, Ala.—A correspondent of the Manufacturers' Record writes that the proposed railroad from Demopolis into Linden, Ala., will probably be built in the near future, and that it will be a feeder of the Southern Railway system, and possibly may be operated by that company. J. R. Robertson, at Demopolis, is interested.

Des Arc, Ark.—Fred S. Belcher, vice-president of the company which intends building the line between Des Arc and the Red river, advises the Manufacturers' Record that the road will be about twenty-five miles long. It is expected to start construction work during the next month. George O. Griffith, of Bald Knob, Ark., is president, and George B. Street, of Charlotte, Mich., secretary and superintendent. Mr. Belcher's permanent address is also at Charlotte, Mich.

Elizabethton, Tenn.—It is reported that the plan of building a railroad between Shelby and Elizabethton has been revived, and that an English syndicate may take up the matter. The road will be about 120 miles long. H. L. Millner, an engineer, is examining the right of way, it is stated, in the interest of the syndicate. J. Shirley Smith, of Cleveland, Tenn., is one of the promoters of the enterprise.

El Paso, Texas.—It is reported that Chicago people have organized a company to build an electric railroad line from El Paso Fort Bliss.

Hancock, Mo.—It is reported that surveyors are looking over a railroad route to Hancock from Blair's Mills, Pa. It is reported that the surveying is being made in the interest of the Tuscarora River Valley Railroad. T. S. Moorehead, at Port Royal, Pa., road. T. S. Moorehead, at Port Royal, Va., is president of the company referred to.

Hinton, W. Va.—It is reported that arrangements have at last been completed for building the Hinton & New River road from a connection with the Chesapeake & Ohio to the Norfolk & Western system, in Giles county, Va. Thomas McCreary, of Hinton, is one of the promoters.

Houston, Texas.—Mr. A. B. Blevins, general manager of the Galveston & Houston Electric Railway Co., writes the Manufacturers' Record that contracts for building this line have been let to Messrs. Foster & Louis, of Chicago. A bond has been given to begin work by October 15, and to complete it by April 15; 90-pound rails will be used, the distance being about fifty-three miles.

LaFollette, Tenn.—The Tennessee Northern Railway has been practically completed between LaFollette Junction and LaFollette, a distance of twelve miles. An extension of two miles is now under construction. Alfred A. Glasier, of Boston, Mass., is president of the company.

Lebanon, Tenn.—The plan of extending the Nashville & Knoxville Railroad has been revived, and President A. J. Crawford has made propositions to Nashville people to build this line from Lebanon to Nashville, if the city will make a subscription of \$300,000 to the stock of the road. The extension will be about seventy miles.

Louisia, Ky.—It is reported that arrangements are being made to build a railroad line along the Tug river valley, in Eastern Kentucky, to deposits of coal and salt which are said to exist in this locality. Messrs. Berger & Brigle, of Inez, Ky., are promoters of the enterprise.

Louisville, Ga.—It is stated that the business men of Louisville have raised the necessary subscription to warrant the building of the Louisville & Augusta Railroad, which is to be an extension of the Louisville & Wadley Railroad, now in operation. James U. Jackson, of Augusta, Ga., may be addressed.

Natchez, Miss.—A committee of business men have been appointed to obtain a subscription of \$5000 to survey a line between Natchez and Gulfport, Miss. The committee includes W. A. Shields, James Pipes and S. A. Rumble.

Parkersburg, W. Va.—The Little Kanawha Railroad Co. has completed its line as far as Kanawha river, and trains are now running over this section. It is expected to complete seven miles additional immediately. Gooch, Rinehart & Dennis, of Covington, Va., are general contractors, and Henry C. Jackson, of Parkersburg, president of the railroad company.

Pen-Mar, Md.—The promoters of the electric line between Waynesboro, Pa., to resorts in Blue Ridge mountains have formed a company under the title of the Blue Ridge Electric Railroad & Power Co., with \$200,000 capital. It is intended to build the line from Waynesboro to Buena Vista, High Rock, Blue Mountain House and Mount Quirauk. The directors include Simon P.

Schott, C. J. Wiener and Winfield S. Cahill, all of Baltimore.

Ross, Texas.—Work has begun upon the line, three miles in length, which will connect the Missouri, Kansas & Texas and Texas Central, near Ross. Charles Hamilton, of Waco, is general manager of the Texas Central, and, it is understood, is building the line.

Tallahassee, Fla.—It is stated that the Florida & Western Railroad Co. has begun work on the Tallahassee Southeastern Railroad, which would be a branch of the Western, and which is projected between Tallahassee and Gainesville, Ga. The entire length of the line is to be 100 miles, of which twenty miles have been graded and seven miles of track laid.

Texarkana, Ark.—It is stated that construction work has begun upon the extension of the Texarkana & Shreveport Railroad, which, it is understood, is to terminate at Natchez, Miss. B. Collins, at Texarkana, is general manager.

Washington, D. C.—The Baltimore & Washington Transit Co. has completed its line from a connection with the Brightwood Electric road to Glen Sligo Park. It is expected to begin operating this line in about a week. W. S. G. Williams, Fidelity Building, Baltimore, is one of the directors of the company.

Washington, D. C.—It is reported that a company has formed at Denver, Col., to build the proposed railroad line between Washington and Chesapeake Beach, which was begun by the Washington & Chesapeake Beach Railroad Co. The new company is entitled the Washington & Chesapeake Bay Construction Co., and includes A. C. Dunn, of Washington; Charles Popper, of New York, and David Moffatt, of Denver, Col.

Street Railways.

Birmingham, Ala.—The Birmingham, Powderly & Bessemer Railroad Co. has obtained a franchise to construct its proposed electric line in the city and suburbs. The road will be about eleven miles long, and will be laid with 60-pound rails. It is understood that rails have already been purchased. B. B. Comer is president.

Charleston, S. C.—It is reported that the City Railroad Co. is considering the purchase of Long Island, on the harbor, and may extend its trolley system to this point. J. S. Lawrence, of Charleston, is one of the directors of the company.

New Orleans, La.—The city has granted a franchise to the Orleans & Jefferson Railroad Co. to build a line in the western section of the State. J. W. Castleman is among those interested in the road.

Washington, D. C.—The Woodside & Forest Glen Railroad Co. has completed its line between Boundary avenue and Woodside, in the suburbs. The road is operated by trolley motors.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Artesian Wells.—Sam Finley, mayor Holly Springs, Miss., will receive proposals until September 20 for completing two wells, according to specifications. Bidders may also submit alternate proposals, but preference will be given to those made on the terms specified.

Bids for Excavating Rock.—The American Oak Extract Co., New Decatur, Ala., is about to ask bids for excavating about 350 cubic yards solid rock in ditch and well; details upon application.

Bids on Steamers.—The Alaska Transportation & Development Co., Chicago, Ill., are now open for bids on light-draught river steamers. Address Fred C. Otte, secretary-treasurer.

Blacksmith-forging Machinery.—J. B. Kelly, Sanford, N. C., wants names and addresses of manufacturers of general blacksmiths' machinery.

Boiler and Engine.—The Cumberland

Mountain Hardwood Co., 202 Kiser Building, Atlanta, Ga., wants boiler 40 to 50 horse-power and engine 35 to 40 horse-power; must be second-hand and in good condition. Address R. E. Johnston.

Boiler and Engine.—C. A. Moross Co., Chattanooga, Tenn., wants prices on 80-horse-power boiler and engine.

Boilers and Engine.—The Terrell Electric Light & Power Co., C. Vanordstrand, superintendent, Terrell, Texas, is in the market for one second-hand Corliss engine, 100 horse-power; one 50-horse-power Corliss or good automatic cut-off engine, and two second-hand boilers, 80 horse-power each.

Bridge.—The Clarksburg Bridge Co., Clarksburg, W. Va., will receive bids until September 15 for the construction of an iron bridge over Elk creek. Plans and specifications can be had by applying to C. M. Hart, secretary.

Carriage and Wagon Supplies.—The Specialty Manufacturing Co., B. Crisler, manager, Meridian, Miss., wants prices on all kinds of carriage and wagon supplies.

Conveying Machinery.—C. A. Moross Co., Chattanooga, Tenn., wants prices on link-belt conveyors.

Crushing and Grinding Machinery.—C. A. Moross Co., Chattanooga, Tenn., wants prices on crushing and grinding machinery.

Drills.—C. A. Moross Co., Chattanooga, Tenn., wants prices on three rock-drills, with tripods.

Dynamo and Engine.—The Asheville Milling Co., W. E. Collins, manager, Asheville, N. C., wants a second-hand 75-light dynamo and engine to run same; must be in good condition and shipped on thirty days' trial.

Dynamos, etc.—The Terrell Electric Light & Power Co., C. Vanordstrand, superintendent, Terrell, Texas, is in the market for two 750-light compound alternative dynamos, one 30-light Wood arc machine, 1200 candle-power, or one 1500-light compound alternative.

Electric-light Equipment.—The Woodruff Lumber Co., L. Y. Woodruff, general manager, Murray, Ky., wishes to correspond with dealers who furnish dynamos and other electrical machinery.

Elevators.—E. E. Dixon, Gainesville, Ga., will want two elevators.

Engine.—The Union Iron Works, Columbus, Ga., is in the market for one 10 to 12-ton tramway engine.

Engine.—Wanted: 125-horse-power second-hand Corliss engine; send complete description to F. F. Collins Manufacturing Co., San Antonio, Texas.

Iron Rolling.—The Central Manufacturing Co., Roanoke, Va., will want at an early date about 1000 feet of iron rolling.

Laundry Machinery.—H. C. Holt, Macon, Miss., will probably want prices, etc., of steam-laundry machinery.

Loom-picker Sticks.—H. M. Schadowald, Huntingdon street, Philadelphia, Pa., wants the names and addresses of manufacturers of loom-picker sticks.

Mining Machinery and Tools.—The Timpson Brown Coal Co., S. D. Hanna, superintendent and manager, Timpson, Texas, is in need of miners' supplies, machinery and tools.

Paint Machinery.—R. McWilliams, Limited, New Orleans, La., would like to have quotations from makers of machinery and raw materials used in the manufacture of paint.

Paint Materials.—R. McWilliams, Limited, New Orleans, La., would like to have quotations from makers of machinery and raw material used in the manufacture of paint.

Pig Iron.—Asheboro Wood and Iron Works, Asheboro, N. C., is in the market for Nos. 1 and 2 pig iron.

Pin Machine.—The Greer Machinery Co., Knoxville, Tenn., is in the market for a second-hand Chattanooga pin-machine; must be in good order and at a low price.

Pipe-cutting Machinery.—Lee Bros., Memphis, Tenn., are in the market for a pipe-cutting machine, to cut to eight inches, inclusive.

Piping.—O. E. Obenshain, Buchanan, Va., wishes to be put in communication with manufacturers of iron pipe, both cast and wrought iron pipes, for water purposes; special quotations desired on six-inch cast-iron pipe, about four miles.

Quarrying Machinery.—C. A. Moross Co., Chattanooga, Tenn., wants prices on light rail, suitable for quarry.

Roofing.—The Central Manufacturing Co., Roanoke, Va., wants about 125 squares of roofing.

Soap Machinery.—Lathrop Oil Mill Co., Hawkinsville, Ga., wants estimates for furnishing machinery for making soap on a small scale from cottonseed-oil "soap stock."

Speaking Tubes, etc.—C. F. Zeek, superintendent Pensacola Gas Co., Pensacola, Fla., wants the addresses of manufacturers or jobbers of brass-speaking tubes and their accessories, such as mouthpieces, whistles, elbows, etc.

Steamboat.—The Tar River Oil Co., E. V. Zoeller, secretary-treasurer, Tarboro, N. C., wants a small stern-head steamboat.

Water Works.—D. P. Johnson, Farmersville, Texas, desires to correspond with water-works manufacturers.

Water Works.—Sealed proposals will be received by the common council of the town of Harrisonburg, Va., until Monday, September 27, for laying a water main from a point on Dry river to said town of Harrisonburg, a distance of about thirteen miles, including pipe for same and all other material and labor, all to be in accordance with plans and specifications on file, copies of which may be had upon application to A. H. Snyder, recorder. The council reserves the right to reject any or all bids; T. O. Jones, J. T. Tracy, A. H. Snyder, committee.

Well Drilling.—The Transparent Ice Works, T. A. Scott, manager, Richmond, Va., will receive proposals until October 20 for drilling one eight-inch well between 300 and 500 feet deep.

Woodworking Machinery.—J. B. Kelly, Sanford, N. C., wants names and addresses of manufacturers of general woodworking machinery.

TRADE NOTES.

Warren Webster & Co.'s New York office, 322 Broadway, has secured a contract for changing the present steam-heating system in the New York Life Insurance Building to the Webster system. The above-named building contains over 5,000,000 cubic feet of space and is one of the largest in the city of New York.

Steel Building.—The Philadelphia Gas Improvement Co., of Philadelphia, Pa., is increasing its plant by erecting a new fire-proof pipe shop, constructed entirely of iron. The building has steel framework and a corrugated iron covering, and contract for its erection has been let to the Berlin Iron Bridge Co., of East Berlin, Conn.

Flour Mills, etc.—Messrs. Sprout, Waldron & Co., of Muncy, Pa., have received some contracts recently for considerable flour-mill machinery, several of them being for mills in the South. One contract is for a complete roller buckwheat mill at Patton, Pa.; for a 25-bushel roller buckwheat mill at Berkshire, N. Y.; for a roller buckwheat mill at Midfield, Pa.; for a 35-barrel flour mill at Oak Ridge, N. C.; for a 40-barrel flour mill at Frankford, W. Va., this being now in operation and giving perfect satisfaction, and for a 35-barrel wheat mill at West Sunbury, Pa., with feed mill also attached.

New Car-axle Works.—The first official test of the product of the Keystone Axle Co. was made recently at the factory at Morado, just above Beaver Falls, Pa. The new factory has been in course of construction for over a year, during which time experiments were made in the rolling of steel car axles, which the company will manufacture. The concern expects to be in full operation in a few weeks and will start with a force of fifty workmen, who will be able, it is claimed, to do more work by the new process than 250 men could have done by hammering the axles.

Turbine Wheels, etc.—The S. Morgan Smith Co., of York, Pa., has recently received some good contracts in the South. It has shipped a 45-inch McCormick turbine to the city of Richmond, Va.; is building a 30-inch McCormick turbine for a Clifton (S. C.) cotton mill; a 27-inch McCormick turbine for a Cedar Falls (N. C.) mill; two vertical 54-inch New Success turbines for a Shelbyville (Tenn.) mill, and eight vertical 51-inch McCormick turbines to be used in developing 1300 horse-power near Salem, N. C. The Smith Company also made the pair of 45-inch horizontal McCormick turbines which the Augusta (Ga.) Factory is now installing. Heavy shafting, iron casing, pulleys, friction wheels, governors, etc., were also supplied with the above machinery.

Material for the United States Government.—Much machinery manufactured by the Buffalo Forge Co., of Buffalo, N. Y., is used by the United States government in its federal buildings. Among the work now being constructed by the company is the apparatus for the postoffice at Washington, D. C., consisting of three large special steel-plate fans, in the three-quarter housing type, capable of delivering a total of 300,000

cubic feet of air per minute, each fan having a suitable direct-attached horizontal engine of the centre-crank type, with cast-iron sub-base. The courthouse and postoffice at Omaha, Neb., is being similarly equipped. The United States revenue cutters and torpedo boats afford opportunity for the use of specially-designed fans and engines, and the Buffalo Forge Co. has had wide experience in meeting the requirements incident to such service. An order now in process is for the United States torpedo boat, No. 17. The electric-light plants of the government, both on shipboard and land, are a field for the introduction of Buffalo automatic engines. There are several forms of single and double types. A recent introduction is the open marine frame, which, for direct-connected work, is meeting with wide sale. The centre-crank, self-oiling, enclosed horizontal engine is a favorite form for larger plants.

Orders from Abroad.—The C & C Electric Co., of 143 Liberty street, New York, and Garwood, N. J., advises us of a very marked and gratifying increase in its business during the last sixty days. The C & C Company, being one of the pioneers in the manufacture of direct-current dynamos and motors, naturally has an established trade. It has recently received large orders from not only all over the United States, but from South America, Central America, South Africa, Canada and Japan. These orders have called for both electric-lighting and power apparatus of all its different types. A recent order from its representative in Japan calls for a complete electric-power transmission system for a new car works which is being erected in Nagoya, wherein will be employed a 100-horse-power C & C generator and some twenty-five motors of various sizes, they to be of the C & C Company's standard bi-polar and ironclad types. Last week it closed a contract for what will be one of the largest isolated electric-power transmission systems in this country. This is to be installed in the silk mills of Messrs. John N. Stearns & Co., of New York, at Petersburg, Va., and is to consist of two 100-kilowatt and one 120-kilowatt C & C M. P. generators of its new type, and eleven motors of sizes ranging from three to fifty horse-power, of its new ironclad and M. P. types.

A New Through Passenger Route for Colorado, Utah and California.

The Chicago Times-Herald of August 27 says that on September 12 the new traffic alliance between the Chicago, Milwaukee & St. Paul Railway and the Chicago, Rock Island & Pacific Railway goes into effect, and on that date the former will send its first Denver sleeper out of Chicago. This will be attached to its regular night train for Omaha, and will be delivered there to the Rock Island. On October 2 the tourist car route over these two lines, the Colorado Midland and Southern Pacific, will be inaugurated. Tourist cars will be run once a week between Chicago and San Francisco. For further details regarding this new route call on or address Geo. H. Heafford, general passenger and ticket agent Chicago, Milwaukee & St. Paul Railway, 410 Old Colony Building, Chicago, Ill.

Hoosac Tunnel Route.

Those who travel select their route, and we earnestly commend the Fitchburg Railroad as one of the most attractive. The scenery is one continuous panorama of beauty, especially through the famous Deerfield valley. Other localities are beautiful in spots, but the charm of this route lies in the fact that there are no long uninteresting stretches of landscape, with only occasional views that are worth seeing, but in every direction the eye is filled with the varied beauty of river, mountains and smiling valleys. For miles the road follows the winding courses of the Deerfield river, and on either side of the car there is a constantly shifting scene of dimpling waters, girt about with the grandeur of the "everlasting hills." We have taken this journey at different seasons of the year—in midwinter, when the dazzling white of the snow made an artistic contrast with the dark green of the solemn pines; in the heat of midsummer and in the glories of autumn, and of all the months in the year, September and October, when the trees take on their most gorgeous coloring, are the most favorable for seeing this section of New England at its best. The service, too, on this road is excellent and the accommodations first-class in every respect. It also possesses the advantages of being the most direct route to or from the West.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

No advertisements but those of a financial character will be accepted for this page.

American Railway Securities.

In an article in the Boston Transcript, Hon. Robert P. Porter, discussing the differences between American and English railroads, says:

"The fall in our own railway securities has been brought about by several causes. In the first place, the wages and salaries of employees have during the last ten or fifteen years been increased. This, together with the demands of the public for better service, has resulted in a gradual rise of operating expenses. With this rise and the increase in tonnage has come a steady decline in the cost of transportation, particularly freight traffic, the average rate per ton per mile having declined from 2.21 cents in 1873 to .839 of one cent in 1895. The real secret of the present condition of our railways lies, however, in the interstate commerce act of 1887, which prohibited freedom of contract between common carriers. While in England and on the Continent railways are free to make agreements as to traffic, the railroads in the United States are prohibited from pooling, and as a result these great properties have been feeding, as it were, upon their vitals, until, unless wise legislation intervenes, the whole system will come to grief.

"Given the right to maintain just and reasonable rates by a law allowing pooling under the authority and supervision of the interstate commerce commission, our railways would not only be able to pay dividends on their stock, but give extra employment to thousands of men on the tracks and roadbeds and in the machine shops. Under such a law, the public would have, not higher rates, but rates properly adjusted as between competing points of production and consumption. That is, one shipper would be on equal terms with another. It would probably prevent the amassing of enormous fortunes by favored shippers. It would not increase the cost of transportation to the average shipper. The people would be benefited, because it would give the railways a better chance to distribute the additional revenue, which a cessation of rate wars would bring, in wages to labor, for that labor is badly needed on almost every line in the United States."

New Corporations.

Arrangements are being made to open a new bank at McRae, Ga.

O. T. Word and others are organizing a national bank at Sonora, Texas, with \$50,000 capital.

The Farmers and Merchants' Bank has been organized at Pennsboro, W. Va., with \$100,000 capital.

G. A. Riddle, of Granbury, Texas, is making arrangements to open a bank at Livingston, Texas, with \$25,000 capital.

New Securities.

The authorities of Jackson, Miss., are considering an issue of bonds for sewerage purposes. The mayor may be addressed.

The city council of Houston, Tenn., will call an election for the purpose of voting on an issue of \$100,000 in bonds for electric lights.

The issue of \$25,000 in 6 per cent. bonds made by Scranton, Miss., has not as yet been sold, and it is still on the

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market. J. D. Clark, mayor, may be addressed.

The city of Madrid, Mo., it is stated, will issue \$8000 in bonds for the erection of a schoolhouse. The mayor will give further information.

The city of Fredericksburg, Va., is considering the question of issuing \$15,000 in bonds for the construction of a sewerage system. The mayor may be addressed.

The water commissioners of Atlanta, Ga., have recommended the issue of \$200,000 in bonds for the purpose of extending the water works of the city. Edward Peters, of the finance committee, may be addressed.

The Potomac Electric Power Co. has given a deed of trust to the United States Mortgage & Trust Co. of Washington to secure an issue of \$500,000 in 5 per cent. bonds. The bonds are for the purpose of constructing a power-house.

The Consolidated Elevated Co., of St. Louis, is considering the issue of \$1,000,000 in bonds to refund the present indebtedness and pay for repairs to the property of the company. H. S. Potter, vice-president, may be addressed for further particulars.

Dividends and Interest.

The Bank of Danville, Mo., has declared a semi-annual dividend of \$3 per share.

J. WM. MIDDENDORF. Members Baltimore Stock Exchange. WM. B. OLIVER.

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OUR FACILITIES ARE UNEXCELLED.

The Maddox-Rucker Banking Co., of Atlanta, Ga., has declared a dividend, and has added \$10,000 to its surplus. R. F. Maddox has been elected president; J. W. Rucker, vice-president, and Thos. J. Peeples, cashier.

A number of Southern States will be represented at the convention for the improvements of Western water rates, which will meet at Davenport, Ia., October 5 and 6. The object of the convention is to submit to Congress a memorial in behalf of the Missouri, Ohio and Mississippi valleys, asking for more appropriations for the improvement of the rivers named. The improvement of the channel at the mouth of the Mississippi will also be considered by the convention.

MUNICIPAL BONDS FOR SALE.

Sealed bids for the following described bonds, to wit: "The Water-Works Extension, School Annex and Fire Department Bonds," to be issued by the City of Dublin, Georgia, to the amount of \$12,000.00, in denominations of \$1,000.00 each, bearing interest at six per cent. per annum from the date of issue, payable semi-annually in gold at Hanover National Bank, of New York City, the principal amount of said bonds to become due and payable at Hanover National Bank aforesaid in gold thirty years from the date of issue—said bonds having coupons attached thereto covering the interest as same shall become due and payable. Bids will be received for any number or all of said bonds up to the 20th day of September, 1897, and the right is reserved to reject any or all bids. For further information, apply to L. Q. Stubbs, Mayor of the City of Dublin, Georgia, or to J. M. Finn, Chairman of the Advisory Board.

\$20,000 Worth of Bonds FOR SALE

By the Borough of Southern Pines, N. C. Bids received until 7 P. M., October 11th, 1897.

Address S. S. THOMAS, Southern Pines, N. C.

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13 SOUTH STREET.

Mercantile Trust & Deposit Co.

OF BALTIMORE.

Paid-up Capital, \$1,000,000. Surplus, \$1,000,000.

DEPOSITS RECEIVED

On which interest is allowed, governed by current rates obtainable.

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This company is a Legal Depository for funds in the hands of Trustees or Administrators, and allows interest on same pending distribution. Authorized to act as Executor, Administrator, Guardian, Receiver or Trustee.

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Vaults supplied for Storage of Silver Chests, etc.

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CAPITAL, - \$1,000,000.

A LEGAL DEPOSITORY FOR COURT AND TRUST FUNDS.

Acts as Financial Agent for States, Cities, Towns, Railroads and other Corporations. Transacts a general trust business. Lends money on approved security. Allows interest on special deposits. Acts as Trustee under Mortgages, Assignments and Deeds of Trust; as Agent for the Transfer or Registration of Stocks and Bonds, and for the payment of coupons, interest and dividends.

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J. Willcox Brown, Leopold Strouse, Wm. A. Marburg, Henry Walters, Basil B. Gordon, H. A. Farr, Lloyd L. Jackson, B. N. Baker, Fred. M. Colston, Andrew D. Jones, H. J. Bowdoin, James Bond, Joshua Levering, Alexander Brown, Frank Brown, Douglas H. Gordon, W. B. Brooks, Jr., Clayton C. Hall, W. H. Baldwin, J. D. Baker, Fredk. W. Wood, F. S. Bangs, F. M. Thieriot, John B. Garrett.

The Big Union MINING Co.

Owens and is now opening up rich gold mines in the famous Leadville Gold Belt of Colorado. Its mines lie on the same contact vein with the most noted of the great Leadville mines. One of these, the "Little Johnny," is the greatest gold mine in Colorado and perhaps in the world. Its present output is about \$300,000 per month, and it is now paying monthly dividends of \$100,000 to \$200,000. The officers and stockholders of the company are not speculators but are well-known conservative business men. Here are some of them:

OFFICERS:

R. E. LYON, President.

STEPHEN H. EMMENS, Vice-President.

H. B. TILDEN, Treasurer.

DIRECTORS:

B. L. Duke, the great tobacco manufacturer of Durham, N. C.

W. T. O'Brien, of the American Tobacco Co., Durham, N. C.

Stephen H. Emmens, Pres. of the Mining and Industrial Exchange, New York City.

R. E. Lyon, of Baltimore, Md.

L. D. Hearitt, Cashier First National Bank, Durham, N. C.

H. B. Tilden, of Baltimore, Md.

The stock of this company has been listed on the New York Mining and Industrial Exchange. The office of the company is at 849 Equitable Building, Baltimore, Md.

The treasury stock now being offered affords an investment opportunity that is well worth looking into.

The company does not care to sell in small lots, but will be glad to confer with investors with reference to the purchase of large blocks. The officers feel confident that the facts to be presented concerning the company's property will appeal to the best informed and most conservative and cautious investor.

For "Classified Index" see pages 3, 5 and 7.

Ads. marked thus * appear every other week.
Ads. marked thus † appear in first issue of each month.
Ads. marked thus ‡ not in this issue.